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DRAFT ENVIRONMENTAL IMPACT REPORT

2575 GEARY BOULEVARD

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HEALTH SERVICES FACILITY &
HOUSING PROJECT



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JUN 27 2005

EIR Publication Date: June 25, 2005

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Paul Maltzer, Environmental Review Officer, San Francisco Planning Department
1660 Mission Street, Suite 500, San Francisco, CA 94103

DRAFT ENVIRONMENTAL IMPACT REPORT

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT

San Francisco Planning Department

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TO: Distribution List for the 3575 Geary Boulevard Senior Health Services Facility & Senior Housing Project

FROM: Paul Maltzer, Environmental Review Officer

SUBJECT: Request for the 3575 Geary Boulevard Senior Health Services Facility & Senior Housing Project EIR (Case No. 2003.0410E)

This is the Draft of the Environmental Impact Report (EIR) for the 3537 Geary Boulevard Senior Health Services Facility & Senior Housing Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, we will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR or supply written comments will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting(s) and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two, documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the San Francisco Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

DRAFT ENVIRONMENTAL IMPACT REPORT

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT

San Francisco Planning Department

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June 25, 2005

PUBLIC NOTICE

AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR 3575 Geary Boulevard Senior Health Services Facility & Affordable Senior Housing Project PLANNING DEPARTMENT CASE NO. 2003.0410E

A Draft Environmental Impact Report (EIR) has been prepared by the San Francisco Planning Department in connection with this project. A copy of the report is available for public review and comment at the Planning Department offices at 1660 Mission Street, 1st Floor Planning Information Counter. Referenced materials are available for review by appointment at the Planning Department's office at 30 Van Ness Avenue, 4th Floor. (Please call (415) 558-5990 to set up an appointment.)

Project Description: The project site is at 3575 Geary Boulevard between Arguello Boulevard and Stanyan Street in Assessor's Block 1083, Lot 2 and Assessor's Block 1084, Lot 4. The site is zoned NC-3 (Moderate-Scale Neighborhood Commercial) District and is in an 80-A Height and Bulk District. The project sponsor proposes to develop a senior health services facility and 30 supportive housing units for independent seniors with special needs, to be operated by the Institute on Aging (IOA), as well as an additional 120 affordable dwelling units for independent seniors, built by BRIDGE Housing. These uses would operate in a new six-story building totaling approximately 177,600 gross square feet (gsf), with approximately 122,140 gsf used for the supportive housing units and affordable housing units for independent seniors, and approximately 55,450 gsf for IOA senior health services and program space. On the sloped project site, the new building would be up to 72 feet in height along Geary Boulevard and up to 59.5 feet in height along its frontage at Almaden Court. The first floor of the building, a portion of the second floor and a portion of one below-grade level of space would be devoted to IOA's offices, senior health services facilities, and meeting space. With the proposed facility IOA would consolidate, replace, and expand similar existing operations in the area. A portion of the second floor of the building would also be devoted to 30 supportive housing units for independent seniors with special needs. The upper four stories would provide a total of 120 studio, one- and two-bedroom units affordable to seniors earning up to 50 percent of area median income. A one-level, underground parking garage with 67 spaces, and a ground floor loading area within a porte-cochere with two loading spaces totaling approximately 37,200 gsf, would be provided for use by IOA staff, service providers, and residents. The existing single-screen, 33,000 gsf Coronet Theater, and an adjacent surface parking lot with 93 parking spaces, would be demolished to accommodate the project. The project would require a conditional use authorization, authorization as a Planned Unit Development (PUD), and approvals by the Department of Public Works and Department of Parking and Traffic.

A **public hearing** on this Draft EIR and other matters has been scheduled by the Planning Commission for July 21, 2005, in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 1:30 p.m. or later. (Call (415) 558-6422 the week of the hearing for a recorded message giving a more specific time.)

Public comments will be accepted from June 25, 2005, to 5:00 p.m. on August 8, 2005. Written comments should be addressed to Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103. Comments received at the public hearing and in writing will be responded to in a Summary of Comments and Responses document.

If you have any questions about the **environmental review** of the proposed project, please call Bill Wycko at (415) 558-5972.

**Draft Environmental Impact Report
3575 Geary Boulevard
Senior Health Services Facility and Senior Housing Project**

TABLE OF CONTENTS

	<u>Page</u>
I. SUMMARY	I-1
A. Project Description	I-1
B. Main Environmental Effects	I-3
C. Mitigation and Improvement Measures	I-24
D. Alternatives	I-31
E. Public Scoping Meeting and Issues of Known Controversy	I-44
II. PROJECT DESCRIPTION	II-1
A. Project Location	II-1
B. Project Characteristics	II-3
C. Project Schedule	II-16
D. Project Objectives	II-16
E. Project Approvals	II-18
III. ENVIRONMENTAL SETTING AND IMPACTS	III.A-1
A. Land Use, Plans, and Zoning	III.A-3
B. Urban Design and Visual Quality	III.B-1
C. Population, Employment, and Housing	III.C-1
D. Transportation	III.D-1
E. Historic Architectural Resources	III.E-1
F. Shadows	III.F-1
G. Growth Inducement	III.G-1
IV. MITIGATION AND IMPROVEMENT MEASURES	IV-1
A. Construction Air Quality	IV-1
B. Hazards	IV-1
C. Archaeological Resources	IV-3
D. Transportation	IV-6
V. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED	V-1

	<u>Page</u>
VI. ALTERNATIVES TO THE PROPOSED PROJECT	VI-1
A. Alternative A: No Project	VI-1
B. Alternative B: No-Demolition Alternative	VI-3
C. Alternative C: Reduced Height Alternative	VI-10
D. Environmentally Superior Alternative	VI-19
VII. DRAFT EIR DISTRIBUTION LIST	VII-1
VIII. REPORT PREPARERS AND PERSONS CONSULTED	VIII-1
APPENDIX A: INITIAL STUDY	

List of Figures

1. Project Location	II-2
2. Proposed Site Plan and Existing Nearby Uses	II-5
3. Garage Floor Plan	II-6
4. First Floor Plan	II-7
5. Second Floor Plan	II-8
6. Third Floor Plan	II-9
7. Typical Floor Plan (Levels 4-6)	II-10
8. North and South Elevations	II-14
9. East and West Elevations	II-15
10. No Exception Scheme - Plan Diagram	III.A-14
11. No Exception Scheme - Diagram 1, South of Geary Boulevard	III.A-15
12. No Exception Scheme - Diagram 2, Geary Boulevard at Arguello Boulevard	III.A-16
13. No Exception Scheme - Diagram 3, Almaden Court	III.A-17
14. Viewpoint Location Key	III.B-4
15A. Existing View East From Geary Boulevard At Arguello Boulevard	III.B-5
15B. View With Project East From Geary Boulevard At Arguello Boulevard	III.B-6
16A. Existing View South From Palm Avenue	III.B-7
16B. View With Project South From Palm Avenue	III.B-8
17A. Existing View North From Almaden Court	III.B-9
17B. View With Project North From Almaden Court	III.B-10
18A. Existing View North From Rossi Playground At Anza Street	III.B-11
18B. View With Project North From Rossi Playground At Anza Street	III.B-12
19. Transportation Study Area	III.D-4
20. Existing Transit Network in the Project Vicinity	III.D-8
21. Existing Plus Project Pedestrian Volumes (Weekday PM Peak Hour)	III.D-9
22. Parking Study Area	III.D-12
23. Proposed Geary Boulevard/Palm Avenue Crosswalk Realignment	III.D-21

	<u>Page</u>
24. Existing Coronet Theater	III.E-2
25. Area of Potential Effect	III.E-10
26. Project Shadow Pattern on March 21 (10 a.m., Noon, 3 p.m. PST)	III.F-3
27. Project Shadow Pattern on June 21 (10 a.m., Noon, 3 p.m. PST).....	III.F-4
28. Project Shadow Pattern on September 21 (10 a.m., Noon, 3 p.m. PST)	III.F-5
29. Project Shadow Pattern on December 21 (10 a.m., Noon, 3 p.m. PST).....	III.F-6
30. View East From Geary Boulevard at Arguello Boulevard – Reduced Height Alternative.....	VI-13
31. View South From Palm Avenue – Reduced Height Alternative	VI-14
32. View North From Almaden Court – Reduced Height Alternative	VI-15
33. View North From Rossi Playground at Anza Street – Reduced Height Alternative.....	VI-16

List of Tables

1. Project Description.....	II-4
2. Existing Conditions Summary: Census Tract 156.....	III.C-2
3. Intersection Level of Service Existing Conditions – Weekday PM Peak Hour	III.D-5
4. Transit Service Analysis Existing Conditions - Weekday PM Peak Hour Conditions.....	III.D-7
5. On-Street Parking Supply and Occupancy	III.D-11
6. 3575 Geary Boulevard Person-Trip Generation	III.D-16
7. PM Peak-Hour Person Trips by Mode	III.D-17
8. Intersection Level of Service Existing, Existing Plus Project Conditions, and Cumulative Conditions - Weekday PM Peak Hour.....	III.D-18
9. Crosswalk Level of Service Existing and Existing Plus Project Conditions-Weekday PM Peak Hour	III.D-20

I. SUMMARY

A. PROJECT DESCRIPTION (P. II-1)

In a joint venture, the Institute on Aging (IOA) and BRIDGE Housing Corporation (BRIDGE) propose the 3575 Geary Boulevard Senior Health Services Facility & Senior Housing Project, located in San Francisco's Richmond District along the Geary Boulevard corridor.

The project as proposed would demolish the existing 33,000 gross-square-feet (gsf), 1,350-seat single-screen Coronet Theater and remove the 93-space surface parking lot to construct a senior health services facility, supportive housing units for independent seniors with special needs, and affordable housing units for independent seniors. The project would consolidate IOA senior health services from the existing IOA facilities at 3600, 3626 and 3330 Geary Boulevard. The IOA also has facilities at 1426 Fillmore Street and 2700 Geary Boulevard, which would not be relocated as part of the project. The project would develop a senior health services facility and 30 supportive housing units for independent seniors with special needs to be operated by the IOA, and an additional 120 affordable senior housing units to be built and managed by BRIDGE Housing. Within the new building, the property ownership would be vertically subdivided into two parts: IOA would retain ownership of the underground level and the first two floors, and BRIDGE would retain ownership of floors three through six.

The project site is approximately 45,920 square feet located on the south side of Geary Boulevard mid-block between Arguello Boulevard and Stanyan Street, near the terminus of Palm Avenue in San Francisco's Richmond District. Almaden Court is adjacent to the south side of the project site and terminates at Anza Street in the project block.

The proposed project would be a six-story concrete-frame building, designed in Mediterranean style incorporating stucco and tile façade materials and sloping tile roofs. The building would be approximately 72 feet in height¹ and would include about 122,143 gsf of residential uses; about 55,457 gsf of IOA program space (office, senior health services and meeting room)

¹ The height of the building is 72 feet at Geary Boulevard measured from the midpoint of the highest sloping roof. The existing grade at Almaden Court is approximately 12.5 feet higher than at Geary Boulevard, and thus, the highest point of the building at Geary Boulevard is 59.5 feet above the Almaden Court curb level.

uses; and about 37,211 gsf of parking and loading uses including a porte-cochere. About 13,433 gsf of open space on terraces would also be provided.

The underground level would provide approximately 67 parking spaces and IOA's meeting facilities. The IOA meeting space would accommodate meetings, seminars, and trainings on weekday evenings and weekends. During the daytime, the meeting space would be used by the employees of the building for business meetings and other employment related activities. (Daytime use of the meeting space would be restricted to use by those employees and clients located on-site.) Currently, the IOA conducts aging related seminars and training every other month with attendance ranging from 50 to 100 people in various off-site facilities including the Jones Memorial Church at 1975 Post Street, UCSF Laurel Heights location at 3333 California Street, and at an existing IOA facility at 2700 Geary Boulevard. The seminars are typically held on the weekends for durations of approximately three to four hours. With construction of the project building, IOA expects to conduct these seminars and other IOA training for employees on-site, in addition to other non-IOA sponsored trainings, meetings and events on weekday evenings and weekends.² Based on its existing practices, it is estimated that the IOA would hold weekday evening and weekend meetings, seminars, or training about four times per month, which would generate a demand of 77 additional parking spaces after business hours or on weekends. The project sponsors have made no commitments to limit use of the meeting space to four times monthly, so it is possible more frequent use of these facilities by IOA, Bridge or others may occur.

The first floor would provide IOA's senior health services facilities, a service drive to underground parking, a porte-cochere for loading, a central courtyard and two rear terraces. All passenger and service loading areas would be from Geary Boulevard. The main entrances to the IOA's senior health services would be mid-lot on Geary Boulevard opposite Palm Avenue. The BRIDGE affordable senior housing units and the IOA supportive housing units for independent seniors with special needs would each have a separate Geary Boulevard lobby entrance. The second floor would provide IOA's program space, 30 supportive housing units

² Wilbur Smith Associates, *Proposed Senior Living and Health Center at 3575 Geary Boulevard, Revised Supplemental Transportation Technical memorandum*, April 27, 2005. This memorandum is available for public review at the San Francisco Planning Department, 1660 Mission Street, 5th floor Project File No. 2003.0410E.

for independent seniors with special needs and terraces. The third through the sixth floors would provide 120 studio, one-, and two-bedroom residential units of affordable housing for independent seniors; residential terraces; a community room; and management offices operated by BRIDGE. The housing provided on floors three through six would range in affordability for households earning up to 50 percent of area median income.

The Coronet Theater was closed by United Artists on March 17, 2005 pursuant to the lease agreement between IOA (property owner) and Regal Entertainment (theater operator). The lease agreement was entered into by IOA and United Artists in July 2000 as part of IOA's purchase and sale agreement for the subject property. Regal Entertainment became the theater operator during the lease term when United Artists went into bankruptcy. A condition of IOA's lease agreement stipulates that the building may no longer be operated as a theater upon termination of the lease. The parking lot continues to be operated for long-term, daytime parking. Closure of the Coronet Theater constitutes a change in the existing conditions at the project site; therefore, project effects related to land use, employment, and traffic and parking associated with use of the Coronet Theater as a single screen theater have changed since the publication of the Notice of Preparation, but remain in the EIR analysis, as part of the conditions existing at the time most analyses were conducted in 2004 and early 2005

B. MAIN ENVIRONMENTAL EFFECTS

On the basis of an Initial Study published on October 2, 2004, the San Francisco Planning Department determined that the following effects of the project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the project and thus required no further analysis: noise, air quality, utilities and public services, biology, geology and topography, water, energy and natural resources, hazards, and cultural (archaeological) resources. Therefore the EIR does not discuss these issues (see Appendix A, Initial Study). A shadow study was completed under the environmental review conducted for the Initial Study, which determined that significant shadow impacts would not occur as a result of the project. However, a discussion of shadows effects is provided in the EIR for informational purposes. The project's potentially significant impacts in the areas of land use, plans, and zoning; urban design and visual quality; population, housing, and employment;

transportation; cultural (historic architectural) resources; shadows and shade on nearby solar energy systems; and growth inducement are addressed in this Section III.B. Main Environmental Effects. These analyses conclude that the project would not result in significant unavoidable impacts that could not be reduced to an insignificant level through implementation of mitigation measures.

LAND USE, PLANS, AND ZONING (P. III.A-1)

The proposed project would intensify the residential density on the project site and in the immediate vicinity, and would eliminate parking and a movie theater on the project site; however, the *Planning Code* allows residential, office, medical, and institutional uses in the NC-3 Zoning District, which includes the project site.

The project would be developed near existing single-family residential uses on Almaden Court and Loraine Court, located south of and directly adjacent to the project site. The project would intensify the residential density and would relocate health services for seniors on the project site and in the immediate vicinity. Specifically, the proposed project would change the density and distribution of land uses at the project site. The proposed new uses would be compatible with the existing, mixed-use and residential character of the area, but would occur at a larger scale than currently exists. Although the project would be oriented toward the Geary Boulevard corridor, the project would have a higher density compared to existing single-family residences south of the project site on Almaden Court and Loraine Court. The project would also have a higher density than existing multi-unit residential buildings in the project vicinity and single-family areas north of Geary Boulevard, along Palm Avenue. The neighborhood character of the project site and its vicinity would change as described above, but would be consistent with the allowable uses under the *Planning Code* for the NC-3 District and the overall character of Geary Boulevard. The anticipated land use patterns are typical of those found in a developed urban area of San Francisco. Overall, the project would not disrupt or divide an established community, since the existing parking lot and theater do not contribute to any one community and their replacement with a new building would not divide the existing neighborhood. While the project would change the scale of development adjacent to the residential uses on Almaden Court, Loraine Court, and other nearby residential areas

near adjacent mixed-uses on Geary Boulevard and Arguello Boulevard, it would not substantially change the existing character of the residential neighborhoods, but result in development of an allowable use that would intensify the mixed-use commercial corridor character of Geary Boulevard.

The proposed project would relate to applicable policies of the Housing Element of the *General Plan*, because the project would provide for independent seniors affordable housing units; provide supportive housing units for independent seniors with special needs; enhance neighborhood vitality and diversity through the development of a new senior health services and senior residential development at the project site; and provide the allowable residential density while remaining consistent with neighborhood character of the Geary Boulevard corridor. The proposed project would have a higher density than most surrounding uses and would add institutional uses that are allowable uses under the *Planning Code* for the NC-3 District, the overall scale and mixed-use commercial character of Geary Boulevard, and the developed urban nature of San Francisco. In addition, the institutional uses proposed would not be expected to cause significant disruption to the neighborhood as these uses already occur within the project vicinity and would be moved and consolidated into the new building on the project site. As described above, the compatibility of the project with the *General Plan* policies will be considered by decisionmakers.

The project site is within the NC-3 (Moderate-Scale Neighborhood Commercial) Use District and the 80-A Height and Bulk District. Zoning in the project area is primarily NC-3 east and west along Geary Boulevard. The NC-3 Use District provides convenience goods and services to the surrounding neighborhood, as well as comparison and specialty goods and services to a population greater than the immediate neighborhood. A wide variety of uses are permitted, including retail, eating and drinking establishments, financial services, office, hotel, entertainment and institutional uses and multi-family residential uses above the ground floor. The proposed project height of 72 feet, under the *Planning Code*, is less than than the maximum height permitted in the 80-A Height and Bulk District. However, as described in Section III.A, Land Use, Plans, and Zoning, the proposed project would require exceptions for some requirements of the *Planning Code*, which are listed below:

- Conditional use authorization for development of a lot in excess of 9,999 square feet (the lot is 45,920 sf in size) and a non-residential use in excess of 5,999 sf (the IOA would occupy approximately 55,457 gsf of non-residential use) in an NC-3 District (*Planning Code* Sections 712.11 and 712.21).
- Conditional use authorization for an exception to the “A” bulk controls in an 80-A Height and Bulk District (*Planning Code* Section 271). Per *Planning Code* Section 270(a), an “A” bulk control requires maximum plan dimensions of structures above 40 feet to be 110 feet in the longest horizontal dimension and 125 feet in the longest diagonal dimension. Above 40 feet, the proposed project would instead be one U-shaped structure 245 feet in its longest horizontal dimension and 281 feet in its longest diagonal dimension.
- Planned Unit Development Authorization for modification to off-street parking requirements for IOA office and program space (*Planning Code* Section 151). *Planning Code* Section 151 requires the project to provide 108 spaces for IOA’s office and program space, for which the project as proposed would provide 37 spaces.
- Planned Unit Development authorization for modification to the rear yard requirement for floors two through six (*Planning Code* Section 134). *Planning Code* Section 134 requires a basic 25 percent rear yard within an NC-3 District at the lowest story containing a dwelling unit, and at each succeeding story of the building. An exception to this requirement is sought because portions of floors two through six (dwelling unit floors) would extend into the 25 percent required rear yard, even though other portions would be set back more than the required 25 percent.
- Planned Unit Development authorization for modification to the open space requirement for senior dwelling units (*Planning Code* Section 135(d)(3)). Approximately 7,980 square feet of common open space is required for the 150 senior dwelling units; 4,228 square feet would be provided on floors three through six, while an additional 8,326 square feet would be provided on floors one and two. Although the total common open space provided by the project would meet the *Planning Code* requirement, the distribution of the open space between the IOA owned portion of the building and the BRIDGE-owned portion of the building would not be in compliance with the requirements of *Planning Code*.
- Planned Unit Development authorization for modification to the 25-foot unit exposure requirement for 20 dwelling units facing a 21-foot, 9-inch side yard on the east side of the proposed project (*Planning Code* Section 140). *Planning Code* Section 140 requires that each dwelling unit in any use district face directly on an open area such as a public street or courtyard at least 25 feet in width.

- Planned Unit Development authorization for substitution of two van-sized loading spaces for the one required truck loading space (*Planning Code* Section 152).

The various *Planning Code* exceedances or exceptions and modifications would be considered by the Planning Commission, as part of review required by Section 304 of the *Planning Code*, under the proposed conditional use authorization and the Planned Unit Development authorization. The physical environmental effects of the project design including these *Planning Code* exceptions are analyzed in this EIR and in the Initial Study (Appendix A). *Planning Code* exceptions would not in and of themselves result in significant impacts.

In response to comments at the public scoping meeting, the following information is provided to compare development of the project site assuming no exceptions from the zoning requirements, to the project as proposed. Development of the project site without exceptions or modifications would include the same amount of IOA and Bridge housing units as the project, 138 parking spaces in two underground levels compared to 67 parking spaces in one underground level with the project, and approximately 68,657 gsf of IOA program space compared to 55,457 gsf of IOA program space with the project. Development of the project site in this case was designed as a three tower configuration over a 40-foot base with an overall maximum height of 80 feet, which is in conformance with the maximum allowable height in an 80-A Height and Bulk District. This development scheme complies with the “A” bulk control, which requires maximum plan dimensions above 40 feet to be 110 feet in the longest horizontal dimension and 125 feet in the longest diagonal dimension. This development scheme would not require conditional use authorization for an exception to the “A” bulk controls in an 80-A Height and Bulk District. This development scheme would provide a rear yard of 50 feet (or 25 percent of the depth of the lot) and would comply with the 25 percent rear yard setback of *Planning Code* Section 134 and would not require authorization under a Planned Unit Development for modification to the rear yard requirement. This scheme would also comply with the 25-foot exposure requirement of *Planning Code* Section 140 and the open space requirement of Section 135. In addition, a two-level underground garage would contain 138 parking spaces and one truck loading space to comply with *Planning Code* Sections 151 and 152.

URBAN DESIGN AND VISUAL QUALITY (P. III.B-1)

The proposed project would replace the existing 50-foot tall Coronet Theater building and a surface parking lot. The project would be six stories tall and approximately 72 feet in height (measured to the midpoint of the highest sloping roof) at Geary Boulevard, in compliance with *Planning Code* height restrictions for the 80-A Height and Bulk District.

As shown in Figure 15B (p. III.B-6), the view looking east from Geary Boulevard at Arguello Boulevard would include the proposed project as a new six-story element along the south side of Geary Boulevard. The existing service station at Geary Boulevard and Arguello Boulevard would continue to remain as a foreground element in this view. The proposed project would change the visual character of the urbanized Geary Boulevard frontage. The proposed building would be greater in height and bulk than existing nearby development on Geary Boulevard in the project vicinity, and the project would replace views of the existing Coronet Theater, and the adjacent parking lot. From sidewalks along Geary Boulevard, the proposed project building would not obstruct scenic views of hills of the Presidio or open space in the project vicinity. Views of the hills of the Presidio, as seen looking north from the existing parking lot would no longer be visible, since the project building would replace the parking lot. From sidewalks on Geary Boulevard, there would continue to be intermittent views to the north of the hills of the Presidio.

As shown on Figure 16B (p. III.B-8), the view south from Palm Avenue would include the proposed project. The new building would occupy more of the view of the south side of Geary Boulevard from this location than the existing Coronet Theater building. The project would not obstruct any existing long-range views, as the Coronet Theater building is the primary feature seen from Palm Avenue. The project would introduce a six-story streetwall along the south side of the Geary Boulevard corridor and would be seen as greater in height than existing development on the site. There are no major views to the south of open space areas from Palm Avenue, and as such, the project would not obstruct scenic views from Palm Avenue.

Figure 17B (p. III.B-10) is a view north from mid-block on Almaden Court that would include the proposed project. The view shows that the proposed building would be a major new feature in views from this residential street, and would obscure the existing views of Roosevelt Middle School across the parking lot on the site and Geary Boulevard, and of the hills of the Presidio that are currently visible in the background view from Almaden Court. There would continue to be views of open sky to the north above the new building. The six-story proposed project would be greater in height and bulk than the residential structures on Almaden Court, and would change the existing visual character of the vicinity from this viewpoint at Almaden Court. The loss of views of buildings north of Geary Boulevard, and of the hills of the Presidio, could be considered an undesirable change for residents or visitors on Almaden Court. These changes in views of buildings north of Geary Boulevard and the Presidio hills now seen at the end of this street would not be considered a significant effect on a major scenic view from a public area because the area surrounding the project site is already urbanized, the changes on Almaden Court would affect a relatively limited area, and some obstruction of views commonly occur in urban environments. The proposed project would include a landscaping plan that may plant trees along the southern boundary of the project site; however, the trees would require substantial maturation (depending on the species, 10 to 15 years) before they would provide effective screening of the proposed project.

As shown in Figure 18B (p. III.B-12), the view north from Rossi Playground at Anza Street would include the proposed project. This view shows that the proposed building would be a major new feature in views from Rossi Playground, and would obscure the existing views across Geary Boulevard from Rossi Playground of Roosevelt Middle School and the hills of the Presidio. The proposed project would block the existing views of the Roosevelt Middle School and surrounding intermittent view of the hills of the Presidio that are currently available to non-residents and pedestrians from this location in Rossi Playground. Other areas of Rossi Playground would continue to have relatively open views of the urban landscape and of the hills of the Presidio, depending on the location of the viewer. Therefore, the change in views from this location could be considered a minor effect. In the context of overall views from Rossi Playground, this change in views near Almaden Court would not be considered a significant adverse effect.

The proposed project would replace the existing Coronet Theater and parking lot and introduce new visual elements to the site that would be consistent with the urbanized character of the existing development in the vicinity along the adjacent Geary and Arguello Boulevard corridors. This change would not substantially degrade the existing visual character or quality of the site and its surroundings, nor would it have a substantial, demonstrable negative aesthetic effect. The proposed building would generally meet the existing height and most bulk controls established for the site. It would be larger in height than existing nearby development on Geary Boulevard; however, the project would not substantially change views of scenic areas, such as the hills of the Presidio, seen from public locations on Geary Boulevard. The project would block some views of the hills of the Presidio from Almaden Court. This would be a noticeable change in views from Almaden Court, including some views from private yards associated with residences on that street, and as noted above, could be an undesirable change for residents or visitors on Almaden Court, but would not be considered a significant effect in the context of a developed urban area. From Rossi Playground, the project would change some distant views of the hills of the Presidio. This would be a noticeable change from locations in that public open space, but would represent a small change in views of other areas of San Francisco, the hills to the north, and sky exposure from Rossi Playground as a whole. Given the existing urbanized setting around Rossi Playground, this limited change would not be a substantial adverse effect to a scenic view. Such changes within the park would be expected as part of infill or redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality.

The project site and vicinity are generally well-lit during evening hours, consistent with the level of activity expected for a commercial corridor. With implementation of the proposed project, night lighting along the Geary Boulevard frontage, the rear terraces and the portecochere would continue to occur at the project site as the building would be lighted for safety purposes. This level of night lighting would be less than the current parking lot lighting. Further, extensive night lighting of the Indian Consulate building, which currently occurs, illuminates the area including the project site and adjacent residences on Almaden Court. Currently, there is no building that serves to diffuse glare from the lighting of the Indian

Consulate building. With implementation of the proposed project, light from the Indian Consulate building would reflect off the project's Almaden Court wall. However, as shown in Figure 8 (p. II-14) the project wall along the Almaden Court frontage would not be a blank surface, but would be an articulated surface that would serve to diffuse, deflect, and/or minimize some of the existing glare that is a result of the lighting of the Indian Consulate building. The project would serve to reduce existing glare from the Indian Consulate building and it would not create a new source of substantial light or glare that would adversely affect nighttime views or use of the project site and vicinity.

POPULATION, EMPLOYMENT, AND HOUSING (P. III.C-1)

The proposed project is intended to provide affordable housing for independent seniors, consolidate senior health service facilities, and provide supportive housing for independent seniors with special needs. The project would include three components: 120 affordable housing units for independent seniors (operated by BRIDGE), 30 supportive housing units for independent seniors with special needs (operated by IOA), and about 55,457 sf of IOA-operated program space.

Employment

With the project, total potential employment at the project site would increase from about four jobs to about 103 jobs. The four jobs account for the former employees of the Coronet Theater that no longer exist since the theater ceased operations in March 2005. (The loss of four jobs would represent less than one percent of a reduction in citywide jobs.) Thus, the net new jobs in the area, resulting from the project, would be about 99 jobs after accounting for existing employment displacement. Although those jobs would be new to the project site, they would not be new in terms of the City employment, as they would be relocated from existing IOA facilities. However, with relocation of the existing IOA services to the project site, the former IOA spaces would be available for other employment uses. These facilities combined, could accommodate approximately 100 new employees, leading to an increase of approximately 100 jobs in the citywide context. The addition of these potential new jobs would constitute less than one percent of the citywide employment. Therefore, the proposed

project would not cause substantial growth or concentration in employment that could cause a substantial adverse physical change to the environment.

Housing and Population

Consistent with a conservative analysis, none of the land uses proposed under the project were considered vacant. With implementation of the proposed project, there would be an additional 150 housing units in the project vicinity, increasing the existing housing in Census Tract 156 by approximately 12 percent from the current 1,300 housing units (see Table 2, p. III.C-2). Relative to growth in San Francisco, as a whole, the 150 units represent less than one percent of the 45,160 units of housing growth forecasted by the Association of Bay Area Governments (ABAG) for the 20-year period.³ The potential increase in housing units represents growth of approximately 12 percent in the project area but in the city-wide context, this would not be a significant increase as the approximate 150 new housing units represents less than one percent increase in the overall housing stock in the City.

Population associated with the project was estimated using an average household size of 2.13 persons per housing unit based on the 2003 census tract data.⁴ The proposed project would increase total housing within the project area without displacing any existing housing, resulting in a population increase of 319 residents.⁵ With a projected population of 319, the residential population of the project vicinity would increase from about 2,821 people to approximately 3,140, or about 10 percent. As described in Table 2, p. III.C-2, the existing population is 0.4 percent of the city-wide population. The expected 10 percent increase in population with the project would not change the project vicinity's contribution to citywide population as total population in Census Tract 156 would remain at about 0.4 percent of the citywide population. While the proposed project would increase population at the site compared to existing conditions, the project effects would not be significant relative to the

³ Association of Bay Area Governments, *Projections 2003*.

⁴ As shown in Table 2 (p. III.C-2), the 2000 Census Tract household size was estimated as 2.13, while the 2003 ABAG household size was estimated at 2.31. The 2000 Census Tract household size was used to calculate expected populations under the project because the Citywide estimate accounts for populations in more dense areas of the City, while the project site and vicinity are less densely populated than other parts of the City.

⁵ According to Census 2000, the average household size for census tract 156 was 2.13 persons per household. 150 units x 2.13 persons per household = 319 residents.

amount of residents and employees within the project vicinity, nor would it be significant with regard to expected increases in the population of San Francisco. Consequently, with implementation of the proposed project, there would not be a substantial increase in population such that the project would create a substantial demand for additional housing, or reduce the housing supply. Conversely, the project increases the housing supply to accommodate a portion of the demand for new housing projected by ABAG.

TRANSPORTATION (P. III.D-1)

Traffic

The proposed project would generate five inbound and 33 outbound vehicle-trips during the weekday PM peak hour, for a total of 38 vehicle trips. In general, the addition of project-generated traffic would result in minor increases in the average delay per vehicle at all the study intersections. All of the eight study intersections would continue to operate acceptably with the same LOS with or without the proposed project. All study intersections would continue to operate at LOS B or C, acceptable conditions.

Transit

The proposed project would generate approximately 101 weekday PM peak hour transit trips. Of the 101 transit trips, 23 would be inbound and 78 would be outbound. Transit trips to and from the proposed project would use the nearby MUNI lines (92 trips), including the 33-Stanyan, 2-Clement, 38-Geary, 38BX-Geary, and 38L-Geary as well as nearby and connecting regional transit providers such as Golden Gate Transit, BART, Golden Gate Ferry Service, AC Transit, SamTrans, and Caltrain (9 trips). Transit service to and from the site would not be adversely affected as result of implementing the project.

Pedestrians

During the weekday PM peak hour, the proposed project would generate approximately 80 outbound and 24 inbound pedestrian trips (three walk/other mode trips, plus 101 transit trips). The addition of project-generated pedestrian traffic would not substantially impact

pedestrian conditions at the project site or in its vicinity. All crosswalks would continue to operate at LOS A, acceptable conditions. In addition, the project would propose to relocate the southern half of the east pedestrian crosswalk across Geary Boulevard at Palm Avenue approximately six feet to the west so the project driveway would not be in the existing crosswalk, thus creating an off-set pedestrian crossing. The existing landscaped median on Geary Boulevard would also be extended six feet to the west, towards Palm Avenue. The off-set pedestrian crosswalk would provide a better line of sight for pedestrians crossing Geary Boulevard, as well as increase pedestrian visibility to vehicles. The extension of the median would also provide a larger pedestrian safety area in the middle of Geary Boulevard.

Parking

The proposed project would provide 65 independently accessible and two tandem parking spaces (includes 61 compact and regular spaces, and six handicapped accessible spaces) for a total of 67 spaces in a one level underground parking garage. Twenty five designated parking spaces would be provided for resident use only.

The *Planning Code* would require the proposed project to provide a total of 138 off-street parking spaces, including 24 spaces for senior residential use and six spaces for supportive housing units for independent seniors with special needs, plus 108 spaces for the senior health services. The proposed project would generate a total parking demand for 56 spaces (four short-term and 52 long-term) during the midday and 30 spaces (long-term) in the evenings when no meetings are held. As the proposed project would provide a total of 67 parking spaces, the residential portion of the development would comply with the parking requirement (30 spaces). The project would seek a modification of the parking requirement for IOA's offices and other program space (37 spaces supplied versus 108 spaces required) based on the fact that the *Planning Code* does not take this specialized health service use demand into account. The *Planning Code* would also require the proposed project to provide two handicap-accessible parking spaces based on the 67 spaces which the proposed project would provide. The proposed project would provide six handicap accessible spaces, and therefore would meet the *Planning Code* requirements.

The removal of the existing parking lot with 93 spaces on the site as part of the proposed project would displace 68 vehicles during the weekday midday (81 occupied spaces, less 13 occupied by IOA employees who would use project parking). As shown in Table 5, p. III.D-12, there are sufficient on-street parking spaces in the area to accommodate a demand of about 110 spaces. The addition of these vehicles to the existing on-street parking demand would increase parking occupancy from 77 percent to 87 percent. However, virtually all of these 110 spaces are two-hour limit spaces in residential parking permit areas and would therefore not be usable by all of the displaced off-street parkers. Thus, any of these 68 vehicles that now park at the site for more than two hours would not be accommodated and would have to find other off-street parking outside the study area or resort to alternative modes of travel.

Based on its existing practices, it is estimated that the IOA would hold weekday evening and weekend meetings, seminars, or training about four times per month, which would generate a demand of 77 additional parking spaces after business hours or on weekends. The project sponsors have made no commitments to limit use of the meeting space to four times monthly, so it is possible more frequent use of these facilities by IOA, Bridge or others may occur. On those occasions, the proposed project would generate parking demand of approximately 107 spaces (evening/weekend meeting space demand of 77 spaces plus 30 spaces for a total of 107 spaces), 40 of which could not be accommodated on-site (project parking garage could accommodate 67 of the 107 spaces). It should be noted that some or all of the 40 additional vehicles could park on the street where there are sufficient spaces available (145 spaces in the early evening and 144 spaces in the evening) within the study area. Parking on weekends and weekday evenings would not be affected by Residential Parking Permit restrictions on nearby streets.⁶ (Although considered during early planning for the proposed project, valet parking is not proposed under the project.)⁷

The proposed project would generate a total of 38 vehicle trips during the weekday PM peak hour, for a total of 38 vehicle trips assumed to access the proposed parking garage. The

⁶ While not quantified, it should be noted that future parking conditions with the project would reflect the removal of parking demand from the 1,350-seat Coronet Theater, primarily on weekends and evenings.

⁷ Valet parking is not proposed under the project. The project's parking demand analysis as summarized in Table 9, p. III.D-20, did not include attendant or valet parking in the analysis.

garage driveway would be on Geary Boulevard at the eastern end of the site. At the western end of the site the porte-cochere would be accessed by the 20-foot-wide driveway. The driveway at the western end would only be accessible to shuttle vans and small service vehicles (see Figure 2, p. II-5).

The 38 vehicle trips during the PM peak hour would represent approximately one inbound vehicle every 12 minutes and one outbound vehicle every two minutes. The garage operation would be able to process about 3.5 vehicles per minute in either direction, plus stack two cars outside of traffic flow, and it is anticipated that the inbound or outbound vehicles would not cause any substantial queuing on Geary Boulevard, would not adversely affect pedestrian conditions at the sidewalk crossing, and would not interfere with loading operations.

Freight Loading

The proposed project would generate a freight loading demand of less than one space during the average and peak loading hours. The loading demand would be accommodated by the two proposed loading spaces located at the porte-cochere accessed from Geary Boulevard, which would provide adequate loading space to serve the residents, visitors, and delivery vehicles. If necessary, larger trucks would be accommodated in the requested on-street passenger zone on Geary Boulevard.

Passenger Loading/Unloading

All of the van passenger drop-off and pick up services to IOA's existing adult care facility at 3600 Geary Boulevard is currently provided by a single independent contractor (Medsam Transportation), using passenger vans with a capacity of up to ten passengers, or eight passengers with wheelchairs. These vans, which may have signage for other organizations served by Medsam, are also used for other services for unrelated clients when not serving IOA. The same single-operator concept would be implemented for the proposed project.

Approximately ten shuttle vans (utilizing slightly larger size vans than in their current operations, with a capacity of ten to twelve passengers) would drop-off seniors for IOA's day-care programs from 8:30 to 10:30 AM and then return to pick up seniors between 2:00

and 3:30 PM each weekday (Monday through Friday). Vans would arrive at the porte-cochere two at a time at 10-minute intervals during the morning drop-off period and two at a time at 20-minute intervals during the afternoon pick-up period.

The project sponsor has proposed that the single independent contractor would be prohibited from having vans arrive at the project site prior to the start of the drop-off or pick-up periods and requiring vans to complete the drop-off or pick-up operations during the allotted intervals. All the single independent contractor vans would leave the project site and either return to their off-site base of operations or perform other services for clients unrelated to IOA when not actively loading/unloading passengers at the project site.^{8,9}

While the project sponsors have agreed to a condition of approval to limit the number of shuttle vans dwelling at the porte-cochere to two at a time, site constraints may complicate implementation of this provision. Surveys of operations at the existing IOA site across Geary Boulevard indicate that van arrival patterns are temporally concentrated, particularly during afternoon periods, and that a great deal of double-parking and other disruptions occur in the absence of adequate off-street or curbside space. Van dwell times are especially prolonged for passenger pick-ups because van drivers typically arrive early in order to compensate for uncertainties in cross-town travel times from locations where vehicles are garaged or used for other services. In order to ensure the elimination of early arrivals and limit the number of vans congregating at the project site, to satisfy the expressed intentions of the project sponsors, viable staging areas in the immediate vicinity of the project site would be required but none have been identified. In the absence of viable nearby staging areas, concentrated arrival patterns and prolonged dwell times could occur. In these circumstances, vans waiting for access to the porte-cochere could queue on Geary Boulevard with potential concomitant disruptions to traffic and MUNI service, including the possibility that these waiting vans will sit and wait in the adjacent MUNI bus stop.

⁸ Sam Portnoy, Medsam Transportation, letter to Ken Donnelly, Institute on Aging, March 23, 2005.

⁹ Wilbur Smith Associates, *Proposed Senior Living and Health Center at 3575 Geary Boulevard, Revised Supplemental Transportation Technical Memorandum*, April 27, 2005. This memorandum is available for public review at the San Francisco Planning Department, 1660 Mission Street, 5th floor, Project File No. 2003.0410E.

In addition, freight deliveries to the project site would be required to occur outside of the passenger drop-off and pick-up times noted above, to minimize further the potential for traffic and transit operation conflicts on eastbound Geary Boulevard. The project sponsor would also request that the existing passenger loading white zone in front of the Coronet Theater building be retained. Although the white zone would not be used for regular passenger van loading/unloading operations as part of the agreement with the independent van contractor, it would provide one additional out-of-travelway location for vans to stop in case of an unexpected service disruption. In the event that vans are temporarily parked in the white zone because the porte-cochere is occupied by other vehicles when the porte-cochere is vacated, the van operator would be instructed to circle the block (by making right turns on Stanyan Boulevard, Anza Street, Arguello Boulevard, and Geary Boulevard) and then making a right turn into the port-cochere and not back up on Geary Boulevard to access the porte-cochere. The passenger van and freight loading operations described above would be included as part of the Planned Unit Development authorization as a condition of approval and would be recorded as a notice of special restrictions. There would be no vehicle trips associated with the vans during the midday, early evening, or evening, and no on-site parking would be required for the vans.

Construction Effects

Construction of the proposed project is expected to take approximately 24 months, and is estimated to begin in 2006 with completion and occupancy in 2008. Construction-related activities would typically occur Monday through Friday from 7:00 AM to 3:30 PM, unless required by special circumstances. Construction would not occur on weekends. A maximum of 60 workers would be on-site at any given time during construction, with 20 workers on-site during the demolition, excavation and foundation work, up to 60 workers during general construction, and then decreasing to 20 workers during finishing work. The contractor would provide shuttle service to transport construction workers to the project site from parking lots located in off-site areas. There is no specific information on the locations of off-site parking garages that would be used by the construction workers at this time. The project garage could be used for construction workers parking during the last several months of construction, but

would be needed for staging of materials and equipment prior to that time. Construction staging would occur on-site with a man-lift erected on Geary Boulevard or in the proposed porte-cochere loading area.

During the demolition and building construction phases, there would be a flow of construction-related trucks into and out of the site. All construction access would be from Geary Boulevard. Approximately 10 trucks would be used on the site each day. During the excavation phase, approximately 70 daily trucktrips would occur for a total of 20 to 25 days.

Pedestrian circulation along the south side of Geary Boulevard would be maintained throughout construction. If it is determined that any temporary traffic lane, parking lane or sidewalk closures were needed the closures would be coordinated with City staff to minimize the effects on local traffic and circulation.

Future (2015) Cumulative Conditions

With future cumulative conditions, all eight study intersections will continue to operate at acceptable service levels during the weekday PM peak hour. The intersections of Anza Street and Stanyan Boulevard would worsen from LOS B to LOS C under the 2015 Cumulative scenario; this would continue to be acceptable conditions. The intersection of Geary/Palm would continue to operate acceptably, since it does not meet Caltrans signal warrants under 2015 Cumulative conditions.

HISTORIC ARCHITECTURAL RESOURCES (P. III.E-1)

The proposed project would demolish the Coronet Theater. The design of the Coronet Theater is characterized by overall simplicity and restrained details. The primary façade (north, along Geary Boulevard) consists of a single, unarticulated expanse of wall, punctuated at street level by the exterior entry/ticket booth area. A large, angled marquee projects from the façade over the sidewalk and the entry/ticket booth area, while a narrow vertical sign extends upward beyond the building's roofline at least one additional story. The building's primary façade also has a prominent roof eave, narrow end walls, and large amounts of picture window glazing at street level. Because the building is free-standing, its two unarticulated concrete

side facades are also visible. The rear façade is also unarticulated concrete, that is visible from the end of Almaden Court, but not from Geary Boulevard.

The Coronet Theater is not eligible for individual listing on the National Register of Historic Places, for listing on the California Register of Historical Resources, nor for inclusion on the City and County of San Francisco's List of Designated Landmarks (Article 10 of the Planning Code). The Coronet does not contribute to the development of movie theaters in San Francisco as no movie theaters built after the Coronet in San Francisco derived its design elements from it, it was not the first or only theater in San Francisco outside downtown to run first run movies, nor was it unique in offering special enticements to lure audiences away from television at that time. The Coronet does not appear to be associated with events that significantly contribute to the past because it is not associated with the Levin family at a time when the family may have made significant contributions to the San Francisco's past through their establishment of the San Francisco International Film Festival. The Coronet does not clearly embody distinctive characteristics, possess high artistic values, nor is conclusively known to be the work of a master. Discrepancies between what is shown in archived drawings and the existing building make it impossible to conclusively determine what the Coronet was like when it was built. It is possible that the theater as experienced today is different from the building as it was constructed. Since many of the building's original characteristics and artistic values are essentially unknown, it is not possible to evaluate them for historic significance. Similarly, since there are plausible arguments in favor of three different designers, the building cannot be considered a "work of a master" because it is not known to be the artistic creation of any one person or partnership. Among the three possible designers, only one is a recognized San Francisco "master," Timothy Pflueger. However, even if the building could be attributed to Pflueger, it would still not qualify as a "work of a master" because it is not one of the buildings that contributed to his elevation to "master" status. Finally, the Coronet also does not meet state, federal or local eligibility criteria because none of the archival research conducted as part of the *Final Cultural Resources Study* yielded information connecting the Coronet to archeological information important to the past.

As described previously, the Coronet Theater is not listed on, and has been determined to be ineligible for listing on the NRHP or CRHR, is not listed on any local registers of historic resources, and is not otherwise considered historic. Hence, demolition of the structure would not have a significant effect on a historic resource.

Two additional resources in the vicinity of the project site appear to meet the criteria for listing on the NRHP and the CRHR, Roosevelt Middle School and the Odd Fellows Columbarium (the latter has already been designated as a City Landmark). The project would not result in direct physical change to these two buildings. Although the proposed project would be visible from Roosevelt Middle School, the project building would be at a distance from the project site across Geary Boulevard and separated by intervening buildings on the north side of Geary Boulevard. The Columbarium, which lies closer to the project site to the east, is a designated City Landmark with a historic setting that has been substantially altered since its construction in 1898 (particularly along the south side of Geary Boulevard and on Loraine Court). Although portions of the Coronet Theater are currently visible from the Columbarium, the proposed project would not result in a substantial further change to the already altered setting of this resource.

As a result, the proposed project would not have a significant adverse impact on the setting of either Roosevelt Middle School or the Odd Fellows Columbarium, such that they would no longer qualify for listing in the CRHR or City Landmark designation. Therefore, the proposed project would have a less-than-significant impact on the alteration of the historic significance of potentially eligible historic resources in the project vicinity.

SHADOWS (P. III.F-1)

A shadow fan analysis was prepared as part of the environmental review conducted for the Initial Study. The shadow fan analysis concluded that the project would not create any new shade on any Department of Recreation and Park properties protected by Section 295. Because of the proposed building height and configuration of existing buildings in the vicinity, the net new shading of streets and sidewalks that would result from the proposed project would

be limited in scope, and would not increase the total amount of shading above levels already stated above which are common and generally acceptable in urban areas.

For informational purposes only, and to address public concerns brought up during the public scoping meeting held on December 15, 2004 regarding potential shading of existing solar panels near the project site, a shadow study evaluated the project's potential contribution to shadows in the project vicinity.

No public open space would be affected by the proposed project. The net new shading of streets and sidewalks and adjacent properties that would result from the proposed project would be limited in scope and would not increase the total amount of shading above levels that are common and generally accepted in urban areas. For these reasons, the proposed project would not result in significant shadow effects nor would it contribute to significant cumulative shadow effects.

During the public scoping meeting for the EIR, a comment identified existing solar panels at 184 Palm Avenue. More specifically, there was a concern that solar panels at 184 Palm Avenue, located about 200 feet northeast of the project site, could be affected by project shadows. The longest shadows cast by the proposed project in a northeasterly direction would occur on December 21. Between noon and 3:00 PM, net new shadow to the northeast would range from about 135 feet to 245 feet in length. Between noon and 2:30 PM, the net new shadow would be up to about 190 feet long, and would not reach 184 Palm Avenue. At 3:00 PM, the shade angle would not be near 184 Palm Avenue. Figure 29, p. III.F-6, shows that the project shadow would not reach 184 Palm Avenue, which would be north of the area shown in the map. The proposed project would shade the frontage of 3540 Geary Boulevard on December 21. The proposed project would not cast new shade on the property at 184 Palm Avenue. Therefore, based on the shadow study (Figures 26 through 29, pp III.F-3 to III.F-6) the project would not generate any new shadowing that could affect the potential viability of solar panels for any other residential structures.

GROWTH INDUCEMENT (P. III.G-1)

Growth in the area is an inherent element of the proposed project. The basic premise of the project is to alter the land use, density, and character of the project site by providing a consolidated health services facility and affordable and supportive housing units for independent seniors. If successfully implemented, the proposed project would be expected to create additional population, employment, and housing growth in the project area, which are generally beneficial economic impacts.

As discussed in Section III.C. Population, Employment, and Housing, the project area lies within Census Tract 156. Businesses located within Census Tract 156 represent about 0.28 percent of the jobs in San Francisco. With implementation of the proposed project, there would be an increase of approximately 100 new jobs and total jobs in Census Tract 156 would be expected to grow to about 5 percent, which would be less than one percent of the citywide employment by the year 2010.

With the anticipated 150 new affordable and supportive housing units for independent seniors, housing units in Census Tract 156 would increase by approximately 12 percent, which would represent less than one percent increase in the City's overall housing stock. Implementation of the proposed project would not represent a significant growth in employment or housing in the context of the City as a whole.

The project area has historically seen neighborhood commercial and mixed uses along the Geary Boulevard Corridor and low to medium density single and multi-family residential units. The project area would continue to provide neighborhood commercial and residential uses. The proposed project would seek to consolidate three existing IOA facilities in San Francisco and increase the number of senior special needs and senior affordable housing opportunities and residents. This added development would be considered to improve the underutilized project site by developing additional office senior health services and senior special needs and affordable housing to the City.

As discussed in Section III.A. Land Use, Plans, and Zoning, the project would have a taller scale and higher density compared to other nearby uses in the immediate vicinity of this

segment of Geary Boulevard, in part responding to the use of a relatively large site and consistent with what existing zoning controls allow. The leased space now occupied by IOA at 3600 and 3626 Geary Boulevard (identified on Figure 1, p. II-2,) would become vacant upon completion of the proposed project. (A third leased space at 3330 Geary Boulevard would also become vacant upon completion of the project, but is located within the 40-X Height and Bulk district). If the spaces which would be vacated by IOA nearby were reused at intensities similar to present patterns, approximately 100 additional jobs and associated visitor trips may be generated. It is also possible that these spaces could be reused at lesser intensities or may be unattractive to lease as presently configured. The NC-3 Moderate Scale Neighborhood Commercial Use District and the 80-A Height and Bulk district in this part of the Geary Boulevard corridor extends from about mid-block between Palm Avenue and Jordan Avenue (on the east of the project site), to mid-block between 2nd Avenue and 3rd Avenue (on the west of the project site). It is possible that the sites which IOA vacates, or other similarly zoned parcels along Geary Boulevard, could be developed at a similar scale as with the proposed project, consistent with what current zoning controls allow. For example, it is possible that those buildings would remain vacant, and property owners would consider demolition of the existing one- and two-story buildings and propose larger scale buildings with residential or other mixed uses, up to the 80-foot height limit. Such land use changes would depend on many factors, including the feasibility of taller buildings on different size sites, potential property amalgamation, the market for such new uses, and land use and design decisions that would be reviewed by the Planning Department and Planning Commission. The proposed project would not create new infrastructure that would in itself support larger-scale development in the vicinity, and, as noted, the existing zoning controls permit such development.

C. MITIGATION AND IMPROVEMENT MEASURES (P. IV-1)

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the project. The EIR did not identify any mitigation measures because there were no impacts found to be potentially significant. Mitigation measures identified in the Initial Study would be required by decision

makers as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record. Implementation of some measures may be the responsibility of public agencies. Improvement measures are suggested to reduce adverse environmental effects not otherwise identified as significant environmental impacts. Mitigation and improvement measures would be made applicable to the project as part of specific project review. Each mitigation measure from the Initial Study is listed below.

MITIGATION MEASURE 1: CONSTRUCTION AIR QUALITY

The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

MITIGATION MEASURE 2: HAZARDS

In addition to local, state, and federal requirements for handling hazardous materials, USTs, and soil and groundwater containing chemical contaminants, the project sponsor shall enter into a remedial action agreement with the Department of Public Health pursuant to Health and Safety Code Section 101480 et seq. At a minimum, the project sponsor shall undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

- a. In the event that contamination is visually discovered during construction activities, the project sponsor shall be required to conduct a Phase II Environmental Site Assessment. This investigation shall involve the collection and analysis of soil and groundwater samples as directed by the site assessment consultant. Sampling shall extend at least to depths proposed for excavation, and samples shall be tested for elevated levels of petroleum hydrocarbons, VOCs, or lead, if any. Soil and/or groundwater samples shall be collected throughout the project site as directed by the site assessment consultant. This assessment shall be completed by a Registered Environmental

Assessor, Registered Geologist, Professional Engineer, or similarly qualified individual prior to initiating any further earth-moving activities at the project site.

If it were determined by sample collection and analysis that petroleum hydrocarbons, VOCs, or lead is present in soil and/or groundwater samples, the impacted materials shall be segregated and stockpiled separately from non-impacted soils throughout the construction phase. If deemed necessary by the local oversight agency, some impacted materials shall be mitigated prior to construction. Soils with elevated petroleum hydrocarbon, VOC, or lead concentrations may require excavation and off-site disposal. Soils with concentrations above regulatory threshold limits for petroleum hydrocarbons, VOCs, or lead shall be disposed of off site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of DTSC, RWQCB, or the San Francisco Department of Public Health.

- b. A health risk assessment shall be performed to evaluate the potential exposure of VOC vapors from groundwater at the site as a result of the existing groundwater contamination from the adjacent Chevron station. Recommended mitigation based on the risk assessment shall be implemented by the project sponsor to reduce potential exposure to VOC vapors to a less-than-significant level, if deemed necessary.

Prior to any demolition or excavation at the project site the project sponsor shall conduct surveys to identify any potentially hazardous materials (e.g., asbestos lead-based paint, PCBs, mercury) in existing buildings or building materials. At a minimum, these surveys shall identify any hazardous materials that would require removal and disposal prior to demolition. These surveys shall be completed by a state registered inspector or a similarly qualified individual.

- c. All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and the health risk analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

MITIGATION MEASURE 3: ARCHAEOLOGICAL RESOURCES

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant

adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

IMPROVEMENT MEASURE 1: TRANSPORTATION

In order to minimize the possibility that more than two shuttle vans are stationed at the project site at any given time, and to minimize potential traffic impacts and MUNI operations associated with these vehicles during the morning or afternoon periods, the project owner or its designated transportation contractor will commit to the following improvement measure as part of the conditions of approval:

- Establish morning drop-off and afternoon pick-up periods of sufficient length to accommodate these activities at the project site: 10 minutes for

every two vans in the morning and 20 minutes for every two vans in the afternoon;

- Prohibit the designated contractor from having vans arrive at the site prior to the start of drop-off or pick up activities at the center;
- Enforce the drop-off and pick up minimum two-van headways: 10-minutes in the morning and 20 minutes in the afternoon;
- Ensure that all vans either return to their base of operations or that the designated contractor perform other services for clients unrelated to IOA or to other clients after IOA transportation services are provided, and
- Require that freight deliveries be scheduled outside the passenger drop-off and pick up periods (8:30 to 10: 30 AM and 2:00 to 3:30 PM).

The transportation improvements listed above would be included as part of the Planned Unit Development authorization as a condition of approval and would be recorded as a notice of special restriction.

D. ALTERNATIVES (P. V-1)

As stated in Section 15126.6 (a) of the *CEQA Guidelines*, “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The alternatives presented in this EIR are all considered potentially feasible.

The alternatives would have characteristics similar to those of the proposed project, and their potential environmental effects—except as noted below—would be the same as described for the project in Section III. Environmental Setting and Impacts, and the Initial Study, Appendix A. Mitigation and improvement measures described in Section IV would also apply to these alternatives. Differences between the proposed project and the alternatives, with respect to effects on visual quality, local traffic, historic resources, and shadows are discussed under each alternative below.

ALTERNATIVE A: NO PROJECT

Description

The No Project Alternative would entail no physical land use changes at the project site. The existing Coronet Theater would not be demolished, and no new senior health service facilities or senior housing units would be developed. This alternative would not preclude future proposals for development of the project site.

Impacts

If the No Project Alternative were implemented, none of the impacts or benefits associated with the proposed project would occur. The existing Coronet Theater would not be demolished, and the existing parking lot would be retained on site.

The environmental characteristics of this alternative would generally be as described in the environmental setting sections of Section III. Land uses, visual quality and urban design, circulation, parking, population and housing, and other physical characteristics of the site would not immediately change, except as a result of nearby development.

Since the Coronet Theater closed in March 2005, it could be demolished and the area could be redeveloped according to *Planning Code* regulations. In this case, the No Project Alternative could result in development similar to what is proposed, including new retail, mixed-use, residential, and/or social service uses. If the existing conditions of IOA's lease agreement with Regal Cinemas (which stipulates that the building may no longer be operated as a theater upon termination of the lease) were to change, the Coronet Theater could be reopened and operated under different management. In this case, conditions under the No Project Alternative would not differ from existing conditions present at the project site prior to March 2005, when the Coronet was in operation.

The No Project Alternative would not implement any of the components of the proposed project components, and therefore would not meet the objectives of the project.

ALTERNATIVE B: NO-DEMOLITION ALTERNATIVE

DESCRIPTION

The No-Demolition Alternative would retain the existing Coronet Theater. The property occupied by the existing theater would be subdivided from the larger parcel of the parking lot. The No-Demolition Alternative would assume that the Coronet Theater would be sold to a third party to own and operate as a movie theater or other use compatible with the structure of the building. The remaining parking lot parcel would be developed with a new building in an attempt to meet the project objectives.

The No-Demolition Alternative would concentrate the project program on the parking lot adjacent to the Coronet Theater. The new building with this alternative would have a below-grade parking garage with 38 parking spaces (compared to 67 parking spaces in the proposed project) and one drop-off area for the IOA van service (compared to two van spaces at the porte-cochere in the proposed project). The IOA program and office spaces would total about 41,600 square feet (compared to 55,457 gross square feet in the proposed project) and would be on the first, second, and approximately one-half of the third floor. The first floor of the building would also include a lobby and elevator core for the IOA's housing units, a lobby and elevator core for the BRIDGE housing units, a lobby and reception area of the IOA office and program space, various service components (mechanical, electrical, gas, and trash rooms) and two open space areas. The second floor would also include a 2,490 square foot terrace on the south side of the building. The remaining half of the third floor would include 14 IOA housing units (compared to 30 IOA housing units in the proposed project), a warming kitchen, and staff room. There would be no open space on the third floor.

Floors 4 through 7 would be comprised of 61 BRIDGE housing units (compared to 120 BRIDGE housing units in the proposed project). The fourth floor would have a small community room and open terrace for the BRIDGE units. The seventh floor would include an additional community room with a small open common balcony as well as a 2,396 gross square foot common open terrace.

Overall, the No-Demolition Alternative would be about two-thirds of the IOA program space, and about one-half of the IOA and BRIDGE housing units as with the proposed project.

The new building with the No-Demolition Alternative would be 80 feet tall and seven stories (compared to 72 feet tall and six stories with the proposed project). The Geary Boulevard elevation of the first floor would be comprised largely of service doors (related to utility rooms), the parking garage ramp and entry doors for the lobby areas. There would be no IOA program space or offices fronting directly on Geary Boulevard. This alternative would use the allowable building envelope to the maximum extent possible while still allowing for sufficient light and air to the residential units. A rear yard totaling 25 feet (similar to the proposed project) would separate the building from the Almaden Court property line.

IMPACTS

As described above, the new building with the No-Demolition Alternative would be 80 feet tall and seven stories in height compared to 72 feet tall and six stories with the proposed project. The height of the new building would further change the existing views of the project site from viewpoints, as it would be substantially taller than the surrounding one-, two-, and three-story commercial and residential structures. For the purpose of comparison of visual effects, Figures 15-18 (pp. III.B-5 through III.B-12), show views of the existing project site and visual simulations of the proposed project and provide information for potential visual effects of this alternative. In a view east on Geary Boulevard similar to Figure 15B (p. III.B-6), the alternative would be visible, but with more massing on the west side of the site and approximately one-story taller. The Coronet Theater would be partially visible to the east. From Palm Avenue, in a view similar to Figure 16B (p. III.B-8), the Coronet Theater would remain in view, with the new building one-story taller than the proposed project and to the west, which would be visible looking south. The taller element with this alternative would reduce some sky exposure in this view, but would not change a major scenic view. From Almaden Court looking north, as with the proposed project (as shown in Figure 17B, p. III.B-10), the alternative would block existing north-facing views of the hills of the Presidio and Roosevelt Middle School from Almaden Court and Rossi Playground. The eight-story element with this alternative would be more visible in the western part of the site than the six-

story proposed project. This alternative, as with the proposed project, would block views of the Presidio hills from this location. The alternative would reduce sky exposure from this view, to a somewhat greater extent than with the proposed project. The sky plane above the existing Coronet Theater in the eastern portion of the site would remain visible in this view. In general, the new building with this alternative would be more visible in the Rossi Playground views than the proposed project (as shown in Figure 18B, p. III.B-12). As discussed in Section III.B. Urban Design and Visual Quality, such changes in views from Almaden Court could be considered undesirable by residents and visitors on Almaden Court, but would not be considered a significant effect on a major scenic view from a public area because the area surrounding the project site is already urbanized, the changes on Almaden Court would affect a relatively limited area, and some obstruction of views commonly occurs in urban environments. From close in views from portions of Rossi Playground, this alternative would also change some distant views of the hills of the Presidio. This would be a noticeable change from locations in that public open space, but would represent a small change in views of other areas of San Francisco, the hills to the north and sky exposure from Rossi Playground. As noted above, the eight-story building would not differ from the proposed project in relation to changes in effects on views of the Presidio hills looking north of Almaden Court from this location in Rossi Playground. The sky plane above the existing Coronet Theater in the eastern portion of the site would remain visible in this view. Given the existing urbanized setting around Rossi Playground and views of the urban landscape and Presidio hills available from other areas of Rossi Playground, this limited change would not be a substantial adverse effect to a scenic view. Such changes within the park would be expected as part of in-fill or redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality.

The new building with this alternative would generally meet the existing height controls established for the site but would be larger in height than existing nearby development on Geary Boulevard; however, this alternative, similar to the proposed project, would not substantially change views of scenic areas, such as the hills of the Presidio, seen from public locations on Geary Boulevard. Such changes would be expected as part of infill or

redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality.

While the No-Demolition Alternative would be a taller structure on part of the site, and would be more visible in viewpoints from the south, north, and west, in the center of this developed urban area, it would not have a significant adverse impact on visual quality.

With the No-Demolition Alternative, there would be an approximate 40 percent reduction in the number of parking spaces, associated with 25 percent reduction in total IOA program space, and an approximate 50 percent reduction in both senior housing units for seniors with special needs and affordable senior housing units compared to the proposed project. As described in the *Transportation Study*¹⁰, the proposed project would not result in significant traffic or transit impacts. Similarly, because of the reductions in the proposed land uses under the No-Demolition Alternative, it is expected that there would be less traffic or transit demand at the local intersections compared to the proposed project.

The No-Demolition Alternative would replace the existing 93-space parking lot with the new building garage that would accommodate 38 parking spaces. The *Planning Code* would require the No-Demolition Alternative to provide a total of 98 off-street parking spaces, including 15 spaces for senior residential uses, plus 83 spaces for IOA's senior health services uses. As the No-Demolition Alternative would provide a total of 38 parking spaces, the residential portion of the development would comply with the parking requirement (15 spaces). However, similar to the proposed project, with this alternative a modification of the parking requirement for IOA's senior health services uses would be necessary (23 spaces supplied versus 83 spaces required) based on the fact that the *Planning Code* does not take this specialized health service use demand into account. The *Planning Code* would also require that one handicap-accessible parking space be provided with this alternative, which is one less than that required with the proposed project.

¹⁰ Wilbur Smith and Associates. *3575 Geary Boulevard Senior Center and Senior Housing Transportation Study. Final Report.* August 4, 2004.

The No-Demolition Alternative would be estimated to generate a total parking demand of 44 off-street spaces during the midday, including demand of about 12 spaces for senior housing uses and 32 spaces for IOA's program uses. During the evening, the No-Demolition Alternative would be estimated to generate a total parking demand of 92 spaces, including 15 spaces for senior housing uses, and 77 spaces for occasional seminars, meetings, and trainings. As the building garage with this alternative would provide 38 parking spaces, the parking demand generated under this alternative (which would be less than the demand generated under the project), would not be met in the midday for the IOA program uses as 32 spaces are needed, but only 26 would be accommodated (since 12 spaces would be used for residential parking). Similar to the proposed project, during occasional weekday evening and weekend IOA program uses, 77 spaces are needed but only 23 spaces would be accommodated (since 15 spaces would be used for residential parking) resulting in a parking shortfall. Since the Coronet Theater would remain under this alternative, during its peak hours of use, parking demand could exceed the available supply of parking spaces at the project vicinity, as the alternative would remove the existing 93 spaces now available for theater patrons. (About 23 occupied parking spaces were observed after 6:30 PM and were assumed to be occupied by theater patrons. This parking would be displaced with the No-Demolition Alternative, creating an additional demand of parking not associated with the proposed uses under this alternative.) As with the proposed project, the parking shortfall is not considered to be a physical environmental effect under CEQA, thus, the parking shortfall associated with the No-Demolition Alternative would not result in a significant environmental effect.

As discussed in Section III.E. Historic Architectural Resources, Carey & Company evaluated the Coronet Theater and found that the building is not a significant historic resource under CEQA.¹¹ As described, the No-Demolition Alternative would retain the Coronet Theater. The theater would be sold to a third party to own and operate as a movie theater or other use compatible with the structure of the building. The alternative would preserve an older single-screen theater with some defined architectural character and would not result in adverse effects on a non-historic single-screen theater.

¹¹ Carey & Company. *3575 Geary Boulevard Senior Center and Senior Housing. Final Cultural Resource Report*. August 2, 2004.

Shadows

With the No-Demolition Alternative, a new building would replace the existing 93-space parking lot with an 80-foot tall building, versus the 72-foot tall building proposed with the project, representing an approximate 10 percent increase in the building height. As the Coronet Theater would remain, these new shadows would be 10 percent larger than the proposed project from new construction on the western portion of the site (as shown in Figures 26 through 29) and would primarily shade streets and sidewalks on the western portion of the site. This alternative would not be expected to shade open space in the project area.

The No-Demolition Alternative would meet some of the project objectives: to combine IOA's and BRIDGE's services in a new building to offer senior health services and senior housing, provide the IOA service spaces at grade level, make available meeting space for various IOA uses, and provide off-street loading and unloading areas and parking. The No-Demolition Alternative would not meet the project objectives to: replace an underutilized and economically unviable theater, provide more efficient senior health services and economically feasible supportive housing to seniors with special needs (only 14 such units would be provided), or to provide economically feasible affordable senior housing units (only 61 such units would be provided).

ALTERNATIVE C: REDUCED HEIGHT ALTERNATIVE

DESCRIPTION

The Reduced Height Alternative would represent one version of a project program with a reduced height. Other reduced height alternative variants are possible. The Reduced Height Alternative would maintain the footprint of the proposed project but would eliminate the fifth and sixth floors (as proposed under the project) to be a four story, approximately 50-foot tall building, representing a reduction in height of 22 feet compared to the proposed project. As with the proposed project, the Reduced Height Alternative would demolish the Coronet Theater and occupy its site as well as the existing adjacent 93-space parking lot.

With development of the Reduced Height Alternative, a below-grade parking garage would be constructed with 54 parking spaces (compared to 67 parking spaces under the proposed project). Floors one and two would retain the size (approximately 55,457 gsf) and layout of the IOA program as under the proposed project, which would also include the porte-cochere. The IOA program and office spaces would remain as planned in the current proposal, with program, office, and meeting space in a portion of the below grade garage, most of the first floor, and a portion of the second floor. The first floor of the building would also include a lobby and elevator core for IOA's housing units, a lobby and elevator core for the BRIDGE housing units, a lobby and reception area for the IOA office and program space, various service components (mechanical, electrical, gas, and trash rooms) and open space areas. The remaining portion of the second floor not occupied by IOA's office and program space would be comprised of IOA's 30 senior housing units for seniors with special needs, a warming kitchen, and a staff room.

The third and fourth floors would be comprised of 56 BRIDGE housing units for low income independent seniors (compared to 120 BRIDGE housing units under the proposed project). The third floor would have a terrace, and the fourth floor would have a community room and a small open terrace for use by residents of the affordable BRIDGE senior housing units. The fourth floor would also contain BRIDGE's management offices, a laundry room, and a smaller community space. A rear yard totaling 25 feet (similar to the proposed project) would separate the building from the Almaden Court property line.

Overall, the Reduced Height Alternative would have the same amount of IOA program space and IOA-owned senior housing units for seniors with special needs as the proposed project, but would have 64 fewer affordable senior housing units than the proposed project, and 13 fewer parking spaces than the proposed project.

IMPACTS

As described above, the new building with the Reduced Height Alternative would be 50 feet tall and four stories in height, compared to 72 feet tall and six stories as proposed with the project. As with the proposed project, the height of the new building under the Reduced

Height Alternative would change the existing views of the project site from key view points, as it would be taller than the surrounding one-, two-, and three-story commercial and residential structures. Figures 30 through 33 (pp. VI-13 through VI-16) illustrate simplified massing illustrations of the Reduced Height Alternative at the same viewpoints shown for the proposed project in Figures 15B through 18B (pp. III.B-6 through III.B-12). Figures 30 (p. VI-13) and 31 (p. VI-14) depict views of the new building with the Reduced Height Alternative from Geary Boulevard/Arguello Boulevard and from Palm Avenue, respectively. Those figures can be compared to Figures 15B (p. III.B-6) and 16B (p. III.B-8), which depict the proposed project at those two locations. As with the proposed project, the new building with this alternative would change the character of this area of Geary Boulevard. On those views, the Reduced Height Alternative would have more limited effects on sky exposure, compared to the proposed project. As with the proposed project, the Reduced Height Alternative would also not change major scenic views from those locations on Geary Boulevard or Palm Avenue.

Figure 32 (p. VI-15) can be compared to Figure 17B (p. III.B-10), which is a view looking north from Almaden Court. With this alternative, the 50-foot tall building would block existing north-facing views from Almaden Court of the Roosevelt Middle School and the distant views of the hills of the Presidio. As can be seen in Figure 17B (p. III.B-10), similar to the proposed project, the Reduced Height Alternative would block views of the hills to the north, but the Reduced Height Alternative would have more limited effects on sky plane exposure. As shown in Figure 33 (p. VI-16), the 50-foot tall building would block most of the existing view of Roosevelt Middle School. The upper portion of the Roosevelt Middle School tower would remain visible at this location with the Reduced Height Alternative. As shown in Figure 18B (p. III.B-12), the proposed project would block the view of all the Roosevelt Middle School building. In general, the new building with this alternative would be taller than surrounding existing buildings similar to the proposed project, but would be less prominent from the Almaden Court and Rossi Playground views than the proposed project.

The building with this alternative would generally meet the existing height and most bulk controls established for the site. It would be larger in height than existing nearby development

on Geary Boulevard; however, it would not substantially change views of scenic areas, such as the hills of the Presidio, seen from public locations on Geary Boulevard. As with the proposed project, the building with this alternative would result in a noticeable change in views from Almaden Court, including some views from private yards associated with residences on that street, and could be an undesirable change for residents or visitors on Almaden Court. Further, as with the proposed project, the building with this alternative would change some distant views of the hills of the Presidio from Rossi Playground that would be a noticeable change from locations in that public open space. Given the existing urbanized setting around Rossi Playground, and the availability of other long range views from the park, this limited change would not be a substantial adverse effect in a scenic view. Such changes within the park would be expected as part of in-fill or redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality. Therefore, as with the proposed project, the Reduced Height Alternative would not result in a significant adverse impact on visual quality.

As with the proposed project, the Reduced Height Alternative would demolish the existing Coronet Theater building and its 93-space surface parking lot and replace it with the 50-foot tall building and below grade parking garage that would accommodate 54 parking spaces. As described in the *Transportation Study*, the proposed project would not result in significant traffic or transit impacts.¹² With the Reduced Height Alternative, there would be an approximate 19 percent reduction in the number of parking spaces compared to the proposed project, no change in total IOA program space, and an approximate 47 percent reduction in affordable senior housing units compared to the proposed project. Similarly, because of the reductions in the intensity of proposed land uses under the Reduced Height Alternative, it is expected that there would be less traffic or transit demand at the local intersections compared to the proposed project.

The *Planning Code* would require the Reduced Development Alternative to provide a total of 125 off-street parking spaces, including 17 spaces for senior residential uses, plus approximately 108 spaces for IOA's senior health service uses (this would be the same as with

¹² Wilbur Smith Associates. *3575 Geary Boulevard Senior Center and Senior Housing Transportation Study. Final Report.* August 4, 2004.

the proposed project). As the Reduced Development Alternative would provide a total of 54 parking spaces, the residential portion of the development would comply with the parking requirement (17 spaces). However, similar to the proposed project, with this alternative a modification of the parking requirement for IOA's senior health services uses would be necessary (37 spaces supplied versus approximately 108 spaces required) based on the fact that the *Planning Code* does not take this specialized health service use demand into account. Similar to the proposed project, the *Planning Code* would also require that two handicap-accessible parking spaces be provided with this alternative.

The Reduced Height Alternative would be estimated to generate a total parking demand of 46 off-street spaces during the midday, including about 14 spaces for senior housing uses, and about 32 spaces for IOA program uses. During the evening, the Reduced Height Alternative would be estimated to generate a total parking demand of 94 spaces, including 17 spaces for senior housing uses, and 77 spaces for occasional seminars, meetings, and trainings. As the building garage with this alternative would provide 54 parking spaces, the parking demand generated under this alternative in the midday, which would be less than that generated by the proposed project, would still not be met for the IOA program uses (32 spaces are needed and 40 spaces would be accommodate in the parking garage in the midday since 14 spaces would be used for residential parking). Similar to the proposed project, parking demand for occasional weekday evening and weekend IOA program uses would not be met with this alternative (77 spaces are needed but only 37 spaces would be accommodated in the evening since 15 spaces would be used for residential parking) resulting in a parking shortfall. As discussed above under the No-Demolition Alternative, parking shortfalls are not considered significant adverse impacts. The Reduced Height Alternative would not result in additional parking demand compared to the proposed project.

As discussed in Chapter III.E. Historic Architectural Resources, the Coronet Theater is not considered a significant historic resource under CEQA.¹³ As with the proposed project, the Reduced Height Alternative would demolish the Coronet Theater; however, demolition of the structure would not have a significant effect on a historic resource.

¹³ Carey & Company. *3575 Geary Boulevard Senior Center and Senior Housing. Cultural Resource Report.* August 2, 2004.

With the Reduced Height Alternative, the new building would occupy the same footprint as with the project, but would be 22 feet lower in height. Therefore, new shadows associated with this alternative would be proportionately shorter than new shadows with the project (as shown in Figures 26 through 29, p. III.F-3 to p. III.F6) and would not have adverse effects.

The Reduced Height Alternative would meet all of the objectives of the proposed project with the exception of the objective to provide economically feasible affordable senior housing units (only 56 such units would be provided).

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Sections 21002 and 21081 of CEQA require lead agencies to adopt feasible mitigation measures or feasible environmentally superior alternatives in order to substantially lessen or avoid otherwise significant adverse environmental effects, unless specific social or other conditions make such mitigation measures or alternatives infeasible. Where the environmentally superior alternative also is the no project alternative, CEQA Guidelines in Section 15126.6(e)(2) requires that an EIR identify an environmentally superior alternative from among the other alternatives.

There would be no unmitigated significant environmental effects associated with the proposed project. Nonetheless, this EIR evaluated three alternatives that could lessen some less than significant effects. The No Project Alternative, by virtue of avoiding the less than significant impacts of the proposed project, would be considered environmentally superior. However, this alternative would not attain any of the project objectives, and, as noted above, another potentially feasible project alternative should be identified as environmentally superior.

While the EIR concludes that the proposed project would have no unmitigated significant adverse effects, the Reduced Height Alternative, while reducing some less-than-significant effects, would not provide all the project components.

E. PUBLIC SCOPING MEETING AND ISSUES OF KNOWN CONTROVERSY

A scoping meeting was held on December 15, 2004 to provide the public with an opportunity to comment on the scope and content of the EIR. Issues of public concern regarding the proposed project identified during the meeting and include the following:

- Land use compatibility and changes in land use character
- Height, bulk, and density of proposed building
- Compliance with *Planning Code* requirements
- Views from Almaden Court and Rossi Playground, and light and glare effects
- Potential for growth inducement
- Traffic congestion and reduction in off-street parking
- Effects on parking in evening periods
- Effects on traffic operations due to IOA van loading and unloading operations
- Duration and timing of proposed meetings at the new building
- Historical significance of Coronet Theater
- Shadows, and wind effects of the with new building
- Air quality and noise effects associated with construction activities and new use
- Duration of construction activities
- Effects on bird species reported to have been sighted near project area

Section II. Project Description and Section III.D. Transportation, discuss proposed meeting space uses and proposed IOA van loading and unloading operations. Land use compatibility and changes in land use character are discussed in Section III.A. Land Use. This section also includes an informational analysis of a development envelope that could be built with no zoning requirements exceptions compared to the project as proposed. Section VI includes analysis of a Reduced Height Alternative to address concerns regarding the height and bulk of the proposed project. Section III.B. Urban Design and Visual Quality, includes an analysis of potential changes of views from Rossi Playground. A parking survey was conducted between the hours of 7:00 and 8:30 PM and is discussed in Section III.D. Transportation. Section III.E. Historic Architectural Resources discusses the potential effects of the project on the Coronet Theater. Section III.F. Shadows, includes a shadow study as well as the analysis of potential shading of solar panels located on residential structures near the project site.

Issues regarding air quality, noise, wind, and biological resources were analyzed as part of the Initial Study (Appendix A). These topics are not discussed in this EIR, because the Initial Study concluded there would not be potentially significant effects relating to these topics. The Initial Study lists Mitigation Measures that would be implemented by the Project Sponsor to minimize potential construction-related air quality impacts. The Project Sponsor would be required to comply with the City's Noise Ordinance (Article 29 of the Police Code), which regulates construction activities to minimize noise impacts on noise-sensitive land uses, the proposed building's exposure, massing and orientation would not result in changes to the wind environment in pedestrian areas near the site, and no known occurrences of special status plant or wildlife species were recorded on or at the project site that could be affected by project-related construction or operational activities.

II. PROJECT DESCRIPTION

In a joint venture, the Institute on Aging (IOA) and the BRIDGE Housing Corporation (BRIDGE) propose the 3575 Geary Boulevard Senior Health Services Facility & Senior Housing Project, located in San Francisco's Richmond District along the Geary Boulevard corridor. The project location, characteristics, objectives, and approvals are described below.

A. PROJECT LOCATION

The project site, on Assessor's Block 1083, Lot 2, and Assessor's Block 1084, Lot 4 at 3575 Geary Boulevard, is approximately 45,920 square feet located on the south side of Geary Boulevard mid-block between Arguello Boulevard and Stanyan Street, near the terminus of Palm Avenue in San Francisco's Richmond District (see Figure 1). Almaden Court is adjacent to the south side of the project site and terminates at Anza Street in the project block.

The project site is in an NC-3 (Moderate-Scale Neighborhood Commercial) Use District and in an 80-A Height and Bulk District. Zoning in the project area is primarily NC-3 east and west along Geary Boulevard. The NC-3 Use District provides convenience goods and services to the surrounding neighborhood, as well as to a population greater than the immediate neighborhood. A wide variety of uses are permitted, including retail, eating and drinking establishments, financial services, office, hotel, entertainment and institutional uses and multi-family residential uses above the ground floor. Buildings up to 80 feet in height are permitted in the 80-A Height and Bulk District.



SOURCE: EIP Associates, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 1: PROJECT LOCATION

B. PROJECT CHARACTERISTICS

IOA and BRIDGE propose to demolish the existing 33,000-gross-square-foot (gsf), 1,350-seat, single-screen Coronet Theater and remove the 93-space surface parking lot to construct a senior health services facility, supportive housing units for independent seniors with special needs, and affordable housing units for independent seniors. The project would consolidate IOA senior health services from the existing IOA facilities at 3600, 3626, and 3330 Geary Boulevard. The IOA also has facilities at 1426 Fillmore Street and 2700 Geary Boulevard, which would not be relocated as part of the project. The project would develop a senior health services facility and 30 supportive housing units for independent seniors with special needs to be operated by IOA, and an additional 120 affordable housing units for independent seniors to be built and managed by BRIDGE Housing. Figure 2 shows the proposed site plan.

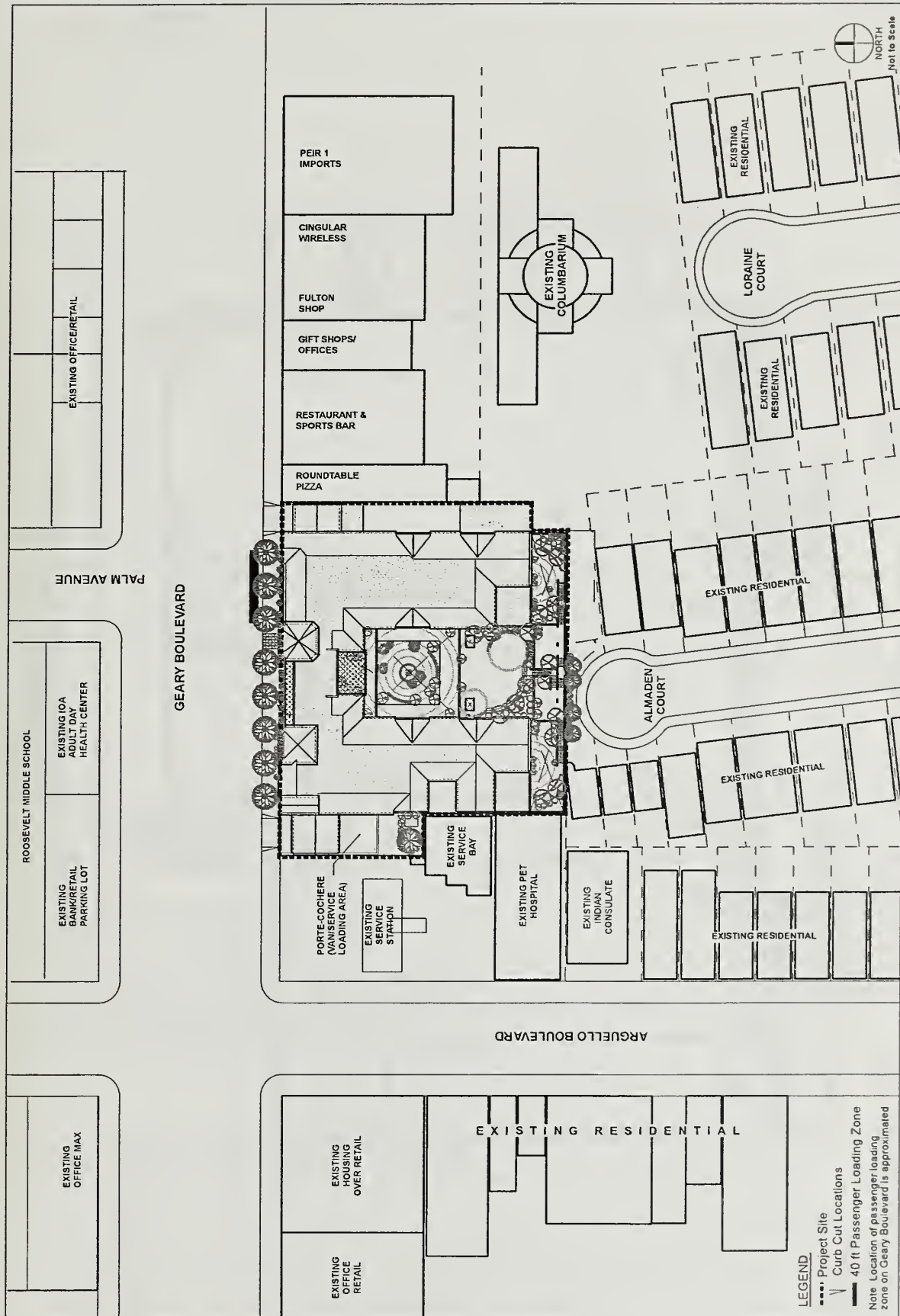
The proposed project would be a six-story concrete-frame building, designed in Mediterranean style incorporating stucco and tile façade materials and sloping tile roofs. The building would be approximately 72 feet in height, and would include about 122,143 gsf of residential uses; about 55,457 gsf of IOA program space (senior health services and meeting room) uses; and about 37,211 gsf of parking and loading uses including a porte-cochere.¹ About 13,433 gsf of open space on terraces would also be provided. Table 1 summarizes the proposed uses. Figures 3, 4, 5, 6, and 7 show the floor plans for the proposed project.

Within the new building, the property ownership would be vertically subdivided into two parts: IOA would retain ownership of the underground level and the first two floors, and BRIDGE would retain ownership of floors three through six.

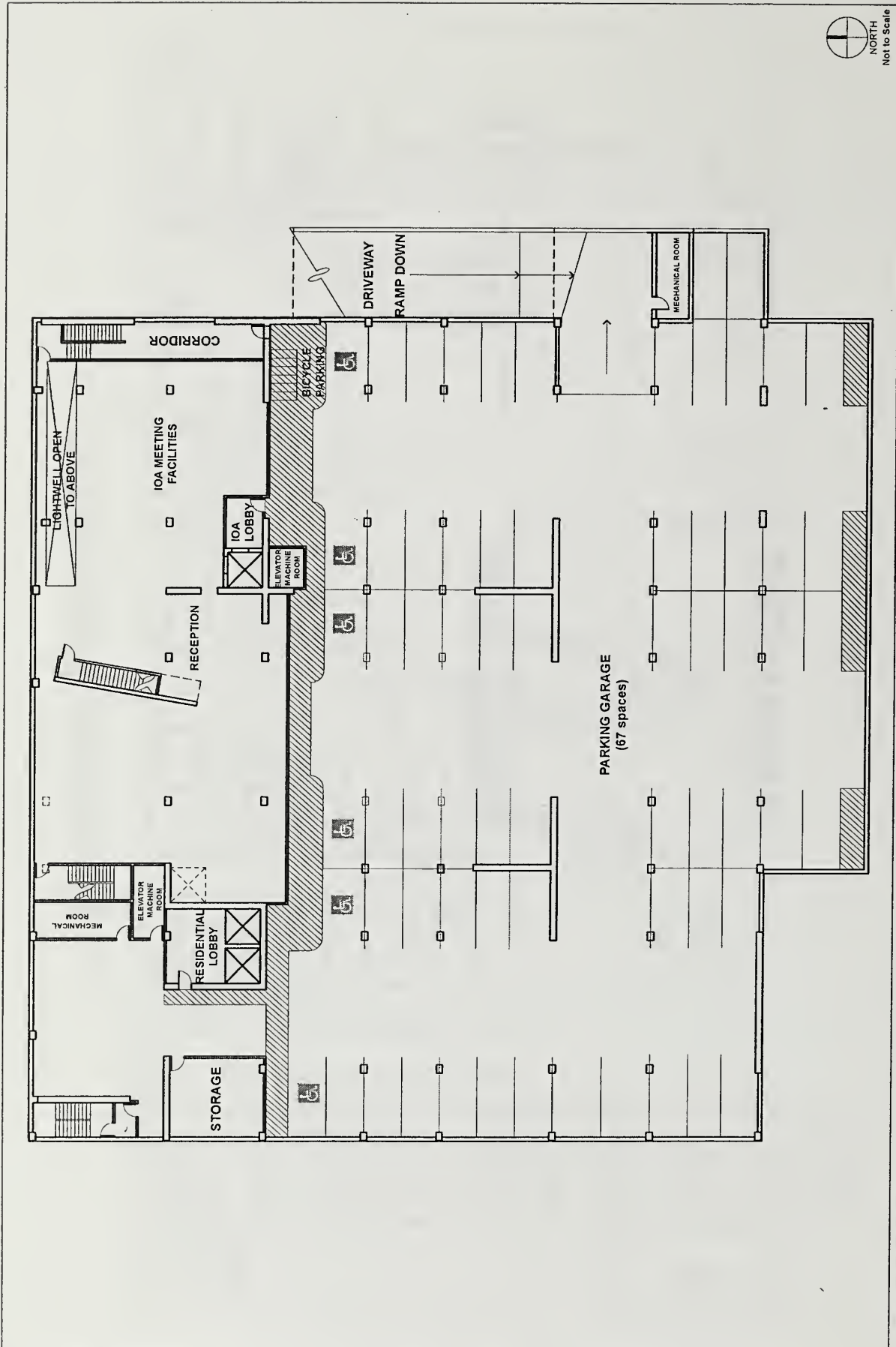
¹ A porte-cochere is a roofed structure extending from the entrance of a building over an adjacent driveway and sheltering those getting in or out of vehicles.

TABLE 1
PROJECT DESCRIPTION

Floor Area by Use	Total
Senior Housing Units	122,143 gsf
IOA Senior Health Services and Office Space	55,457 gsf
Total Floor Area Use (Residential and IOA)	177,600 gsf
Other Area Use	
Parking & Porte Cochere Space (including loading area)	37,211 gsf
TOTAL	214,811 gsf
 Total Courtyard & Terraces	 13,433 gsf
Project Characteristics	
BRIDGE Affordable Senior Housing Units	120
Studios	11
One-bedroom units	102
Two-bedroom units	7
IOA Supportive Housing Units for Seniors with Special Needs (all Studios)	30
Parking Spaces	67
Loading Spaces ¹	2
Height ²	72 feet
Number of Stories	6
Number of Parking Levels	1
<i>Source:</i> BRIDGE Housing Corporation, July 2004.	
<i>Notes:</i>	
1. Van-sized loading spaces in the porte cochere would be used for loading of residents and visitors to the IOA senior health services facilities and for service deliveries.	
2. The height of the building is 72 feet at Geary Boulevard measured from the midpoint of the highest sloping roof. Due to the slope of the project site, the existing grade at Almaden Court is approximately 12.5 feet higher than at Geary Boulevard, and thus, the highest point of the building at Geary Boulevard is 59.5 feet above the Almaden Court curb level (See Figure 9).	

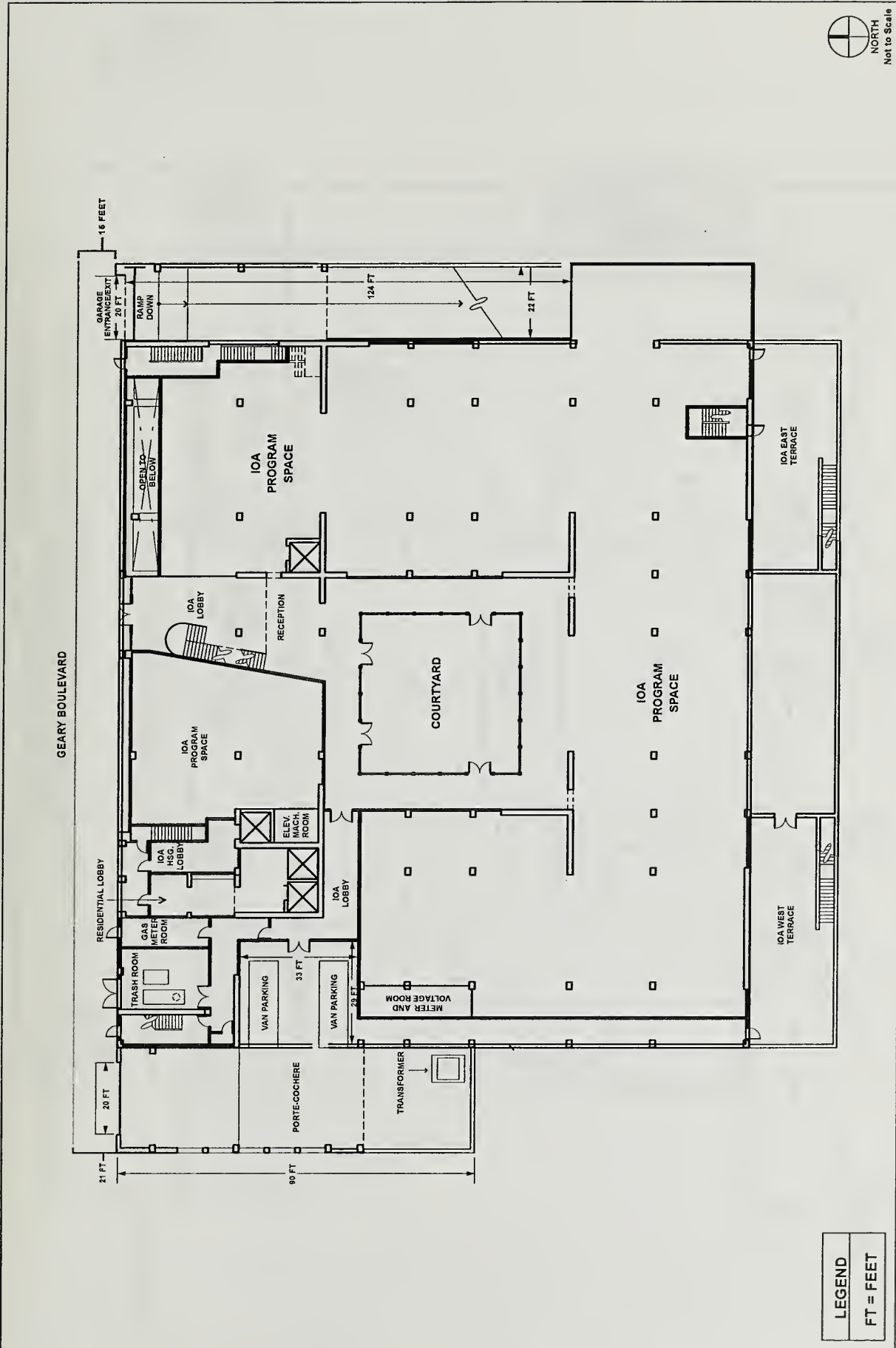


SOURCE: BAR Architects, 2004; Keller Mitchell & Co., 2003



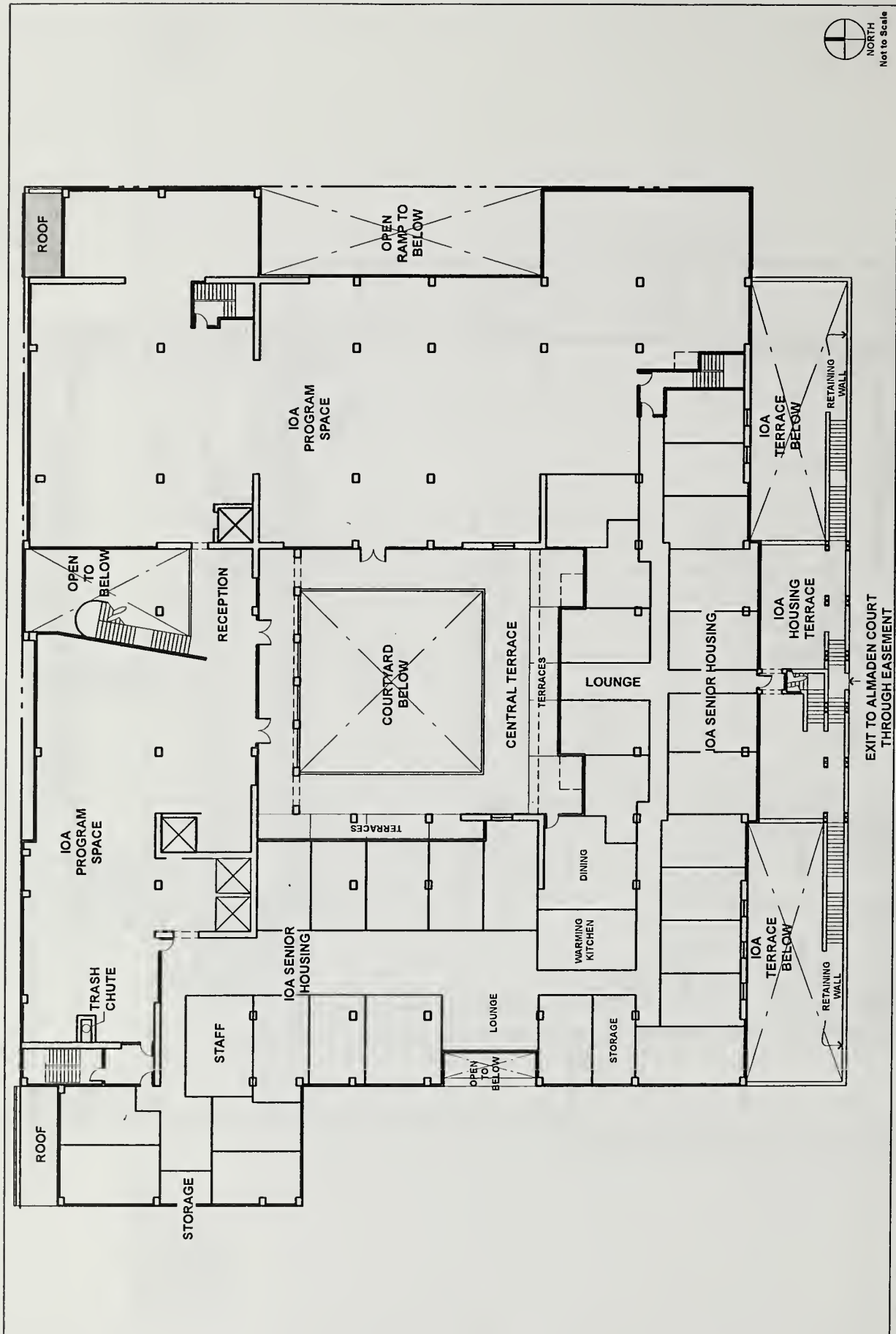
SOURCE: BAR Architects, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 3: GARAGE FLOOR PLAN



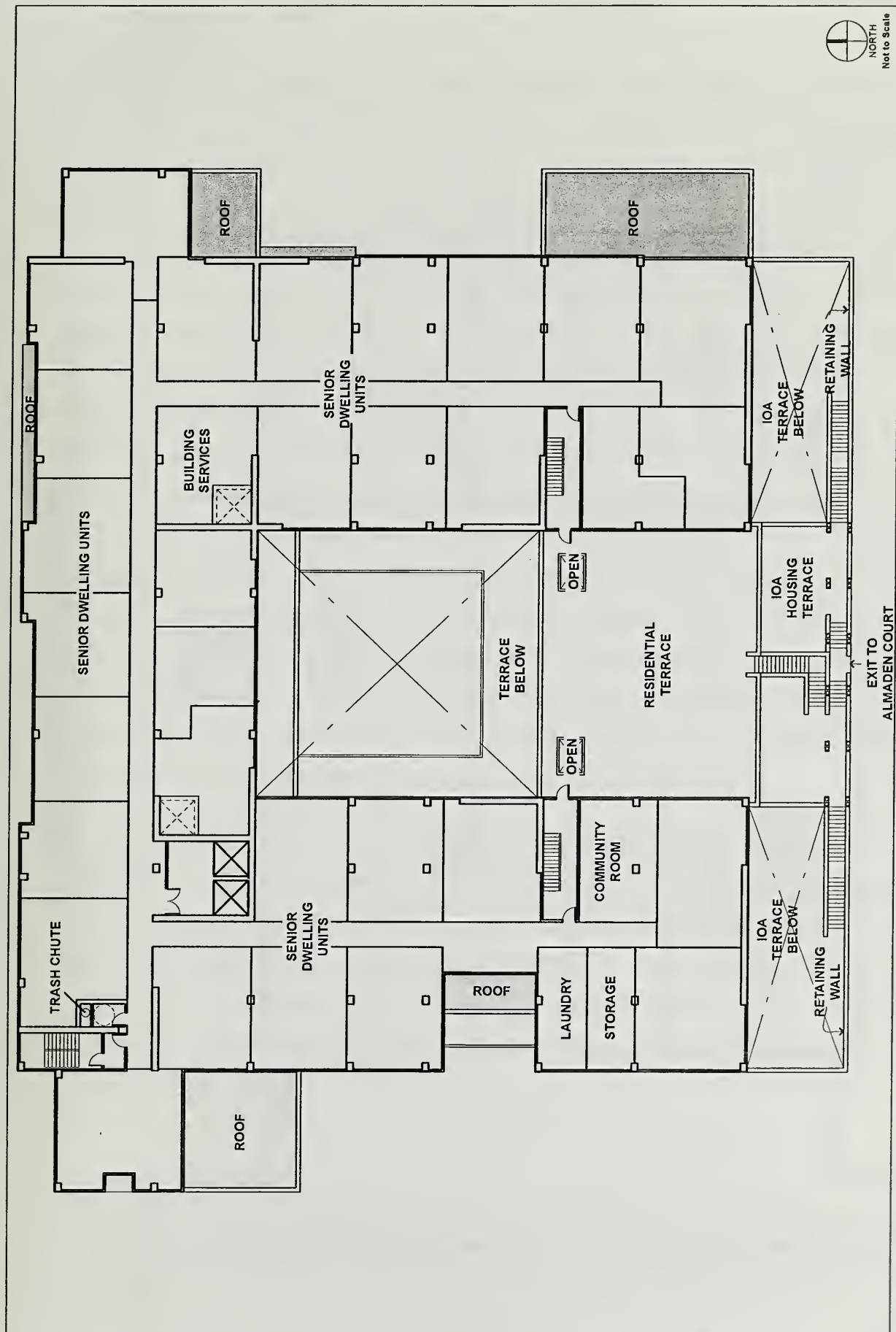
SOURCE: BAR Architects, 2004.

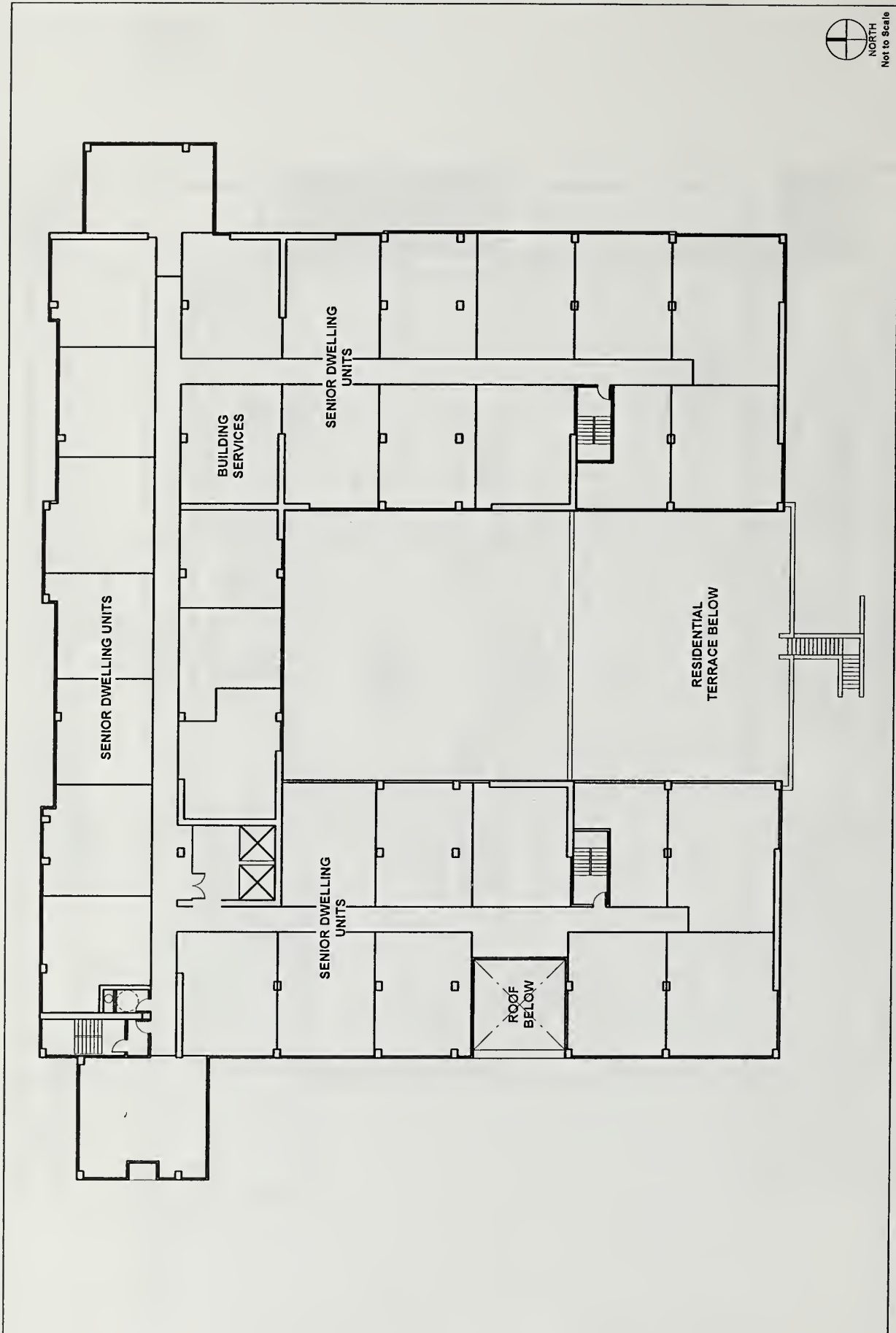
3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 4: FIRST FLOOR PLAN



SOURCE: BAR Architects, 2004.

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 5: SECOND FLOOR PLAN





SOURCE: BAR Architects, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 7: TYPICAL FLOOR PLAN (LEVELS 4-6)

The underground level would provide parking and IOA's meeting space (see Figure 3). The IOA meeting space would accommodate meetings, seminars, and trainings on weekday evenings and weekends. During the daytime, the meeting space would be used by the employees of the building for business meetings and other employment related activities. (Daytime use of the meeting space would be restricted to use by those employees and clients located on-site.) Currently, the IOA conducts aging related seminars and training every other month with attendance ranging from 50 to 100 people in various off-site facilities including the Jones Memorial Church at 1975 Post Street, UCSF Laurel Heights location at 3333 California Street, and at an existing IOA facility at 2700 Geary Boulevard. The seminars are typically held on the weekends for durations of approximately three to four hours. With construction of the project building, IOA expects to conduct these seminars and other IOA training for employees on-site, in addition to other non-IOA sponsored trainings, meetings and events on weekday evenings and weekends.² Based on its existing practices, it is estimated that the IOA would hold weekday evening and weekend meetings, seminars, or training about four times per month, which would generate a demand of 77 additional parking spaces after business hours or on weekends. The project sponsors have made no commitments to limit use of the meeting space to four times monthly, so it is possible more frequent use of these facilities by IOA, Bridge or others may occur.

The main entrances to the IOA's senior health services would be mid-lot on Geary Boulevard opposite Palm Avenue (see Figure 3). The BRIDGE affordable housing units for independent seniors and the IOA supportive housing units for independent seniors with special needs would each have a separate Geary Boulevard lobby entrance. Two gated driveways would be accessed from Geary Boulevard. The easterly driveway would provide access to the underground parking level, and the westerly driveway would provide access to the porte-cochere.

² Wilbur Smith Associates *Proposed Senior Living and Health Center at 3575 Geary Boulevard, Revised Supplemental Transportation Technical Memorandum*, April 27, 2005. This memorandum is available for public review at the San Francisco Planning Department, 1660 Mission Street, 5th floor, Project File No. 2003.0410E.

The porte-cochere would provide two van-sized parking spaces at the ground floor for loading of residents and visitors, and service deliveries. Vans would drop-off seniors for IOA's day-care programs from 8:30 to 10:30 AM and then return to pick up seniors between 2:00 and 3:30 PM each weekday (Monday through Friday). Vans would arrive at the porte-cochere two at a time at 10-minute intervals during the morning drop-off period and two at a time at 20-minute intervals during the afternoon pick-up period. Vans would be prohibited from arriving at the project site prior to the start of the drop-off or pick-up periods and would be required to complete the drop-off or pick-up operations during the allotted intervals. Additionally, freight deliveries to the project site would be required to occur outside of the passenger drop-off and pick-up times as noted above. The IOA van service is contracted to a single independent contractor, Medsam Transportation, and as such, the vans would leave the project site and return to their off-site base of operations or serve other organizations when not actively loading/unloading IOA passengers at the project site.^{3,4} Although considered during early planning for the proposed project, valet parking would not be provided as part of the project. The one level of underground parking would provide approximately 67 parking spaces for the residents, staff, and visitors. Twenty-five designated parking spaces would be provided for resident use only, with the remaining 42 spaces provided for all other uses.

The first floor would provide IOA's senior health services facilities, a service drive to underground parking, a porte-cochere for loading, a central courtyard, and two rear terraces (see Figure 4). The second floor would provide IOA's office space, 30 supportive housing units for independent seniors with special needs and terraces (see Figure 5). Senior health services provided in the IOA program space would include an adult day-care center, an Alzheimer clinic, and other services designed to help seniors dealing with issues of aging.

³ Wilbur Smith Associates *Proposed Senior Living and Health Center at 3575 Geary Boulevard, Revised Supplemental Transportation Technical Memorandum*, April 27, 2005. This memorandum is available for public review at the San Francisco Planning Department, 1660 Mission Street, 5th floor, Project File No. 2003.0410E.

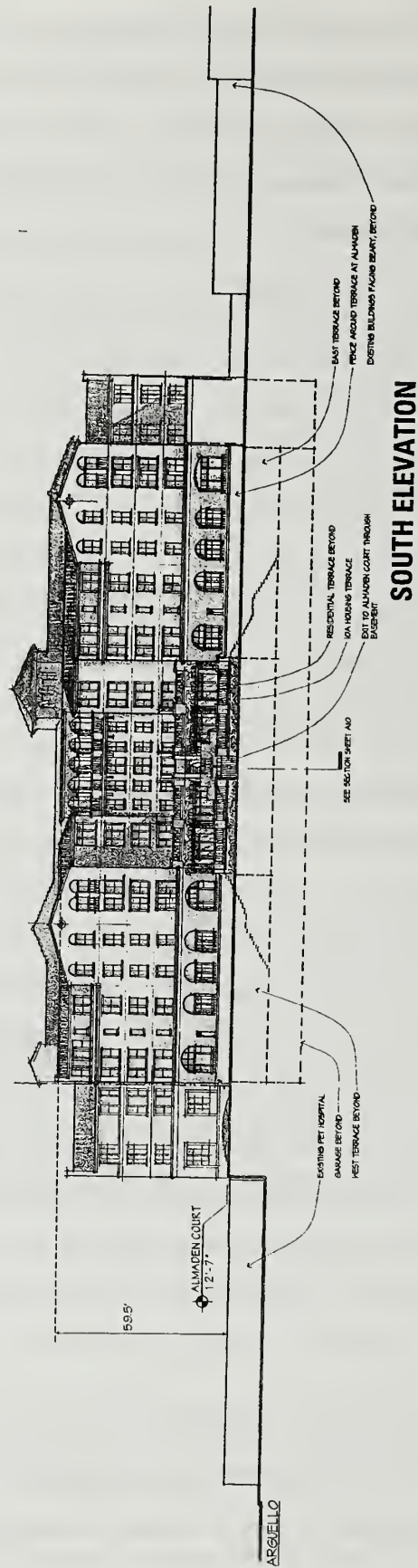
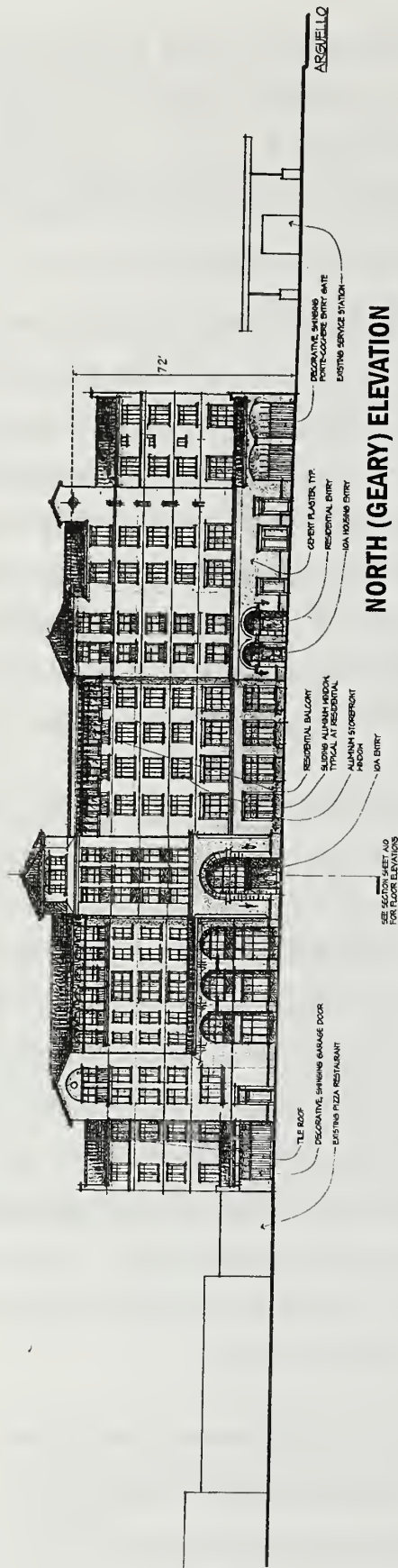
⁴ The van loading operations listed above would be included as part of the Planned Unit Development authorization as a condition of approval and would be recorded as a notice of special restriction

The third through the sixth floors would provide 120 studio, one-, and two-bedroom residential units of affordable housing for independent seniors; residential terraces; community rooms; and management offices operated by BRIDGE (see Figures 6 and 7). The housing provided on floors three through six would range in affordability for households earning up to 50 percent of area median income.

The project would propose to relocate the southern half of the east pedestrian crosswalk across Geary Boulevard at Palm Avenue approximately six feet to the west, so the project driveway would not be in the existing crosswalk. The new pedestrian crosswalk would provide a better line of sight for pedestrians crossing Geary Boulevard, as well as increase pedestrian visibility to vehicles. The existing landscaped median on Geary Boulevard would also be extended six feet to the west, towards Palm Avenue. The extension of the median would also provide a larger pedestrian safety area in the middle of Geary Boulevard. A new 100-foot long double yellow line would be striped on Palm Avenue to the north of the existing crosswalk. This centerline would be located approximately 20 feet to the east of the west side sidewalk curb.

Building height as measured in accordance with *San Francisco Planning Code* Section 260, is based on the centerline of the Geary Boulevard elevation to the midpoint of the highest sloping roof, as shown in Figure 8. The new building would be 72 feet at Geary Boulevard. The existing grade at Almaden Court is approximately 12.5 feet higher than at Geary Boulevard, and thus, the highest point of the building at Geary Boulevard, would be 59.5 feet above the Almaden Court curb level. An approximately 625-square-foot cupola above the main entrance on Geary Boulevard would be 8 feet above the 72-foot building height. The unoccupied cupola, stair penthouse (measuring approximately 4 feet above the 72-foot height), and elevator penthouse (measuring approximately 6 feet above the 72-foot height) are not included in the overall building height measurement under *Planning Code* Section 260(b). These components combined cover approximately 4.7 percent of the area of roof, and are all within the allowable 80-foot height limit. See Figures 8 and 9 for project elevations.

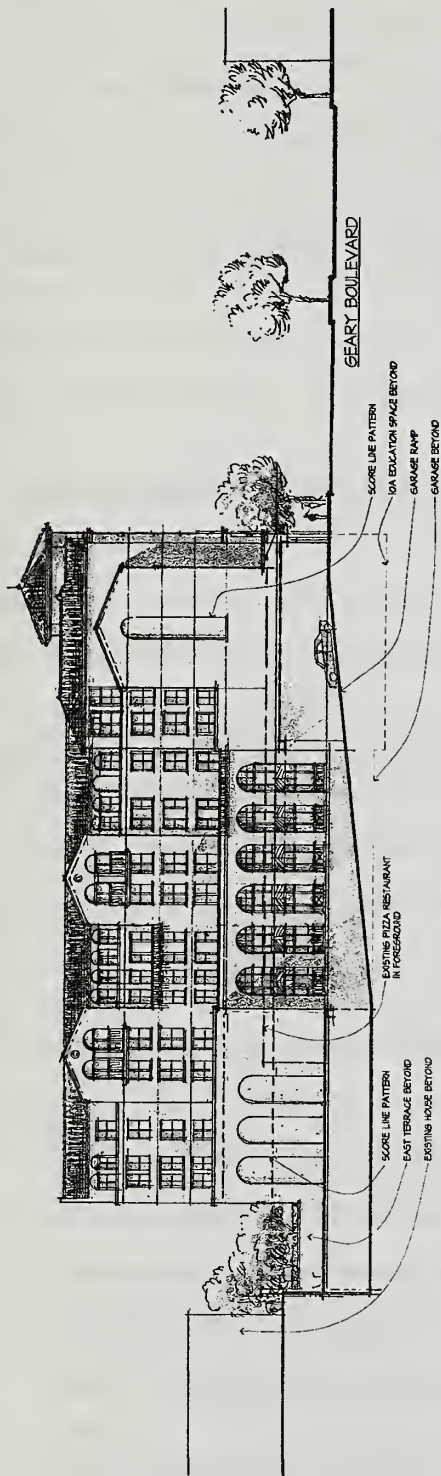
The Coronet Theater was closed by United Artists on March 17, 2005 pursuant to the lease agreement between IOA (property owner) and Regal Entertainment (theater operator). The lease agreement was entered into by IOA and United Artists in July 2000 as part of IOA's



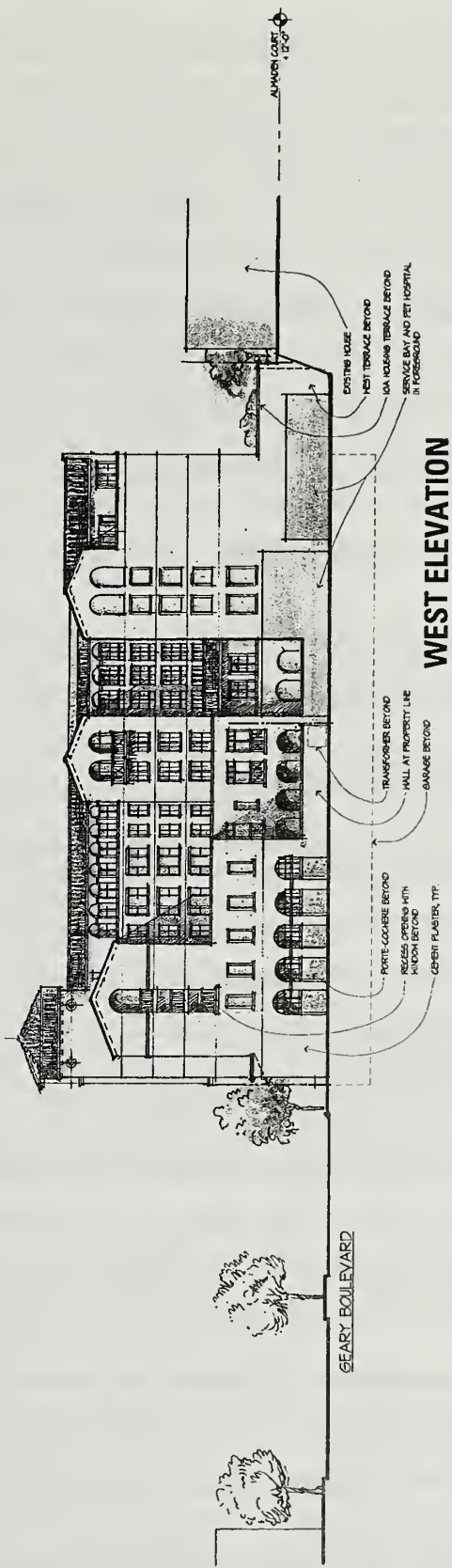
Not to Scale

SOURCE: BAR Architects, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 8: NORTH AND SOUTH ELEVATIONS



EAST ELEVATION



WEST ELEVATION

Not to Scale

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 9: EAST AND WEST ELEVATIONS

SOURCE: BAR Architects, 2004

purchase and sale agreement for the subject property. Regal Entertainment became the theater operator during the lease term when United Artists went into bankruptcy. A condition of IOA's lease agreement stipulates that the building may no longer be operated as a theater upon termination of the lease. The parking lot continues to be operated for long-term, daytime parking.⁵ Closure of the Coronet Theater constitutes a change in the existing conditions at the project site; therefore, project effects related to land use, employment, and traffic and parking associated with use of the Coronet Theater have changed since the publication of the Notice of Preparation, but remain in the EIR analysis, as part of the conditions existing at the time most analyses were conducted in 2004 and early 2005.

C. PROJECT SCHEDULE

Project construction would require approximately 24 months, and is estimated to begin in 2006 with completion and occupancy in 2008.

D. PROJECT OBJECTIVES

As described above, the proposed project would provide 120 units of affordable housing for independent seniors, 30 units of supportive housing for independent seniors with special needs, and a comprehensive senior health services facility in a single building. The project seeks to provide affordable senior housing and senior housing with supportive health services to meet needs in San Francisco and the Bay Area.

The project would also create a permanent headquarters for the IOA, a non-profit organization providing health care, social support, and community services for older adults in San Francisco. The IOA operates a broad range of programs including: Adult Day Health Care; an All-inclusive Care for the Elderly (PACE) health service conducted in collaboration with On Lok; case management for homebound seniors; elder abuse prevention; 24-hour friendship telephone help-line for isolated seniors in distress; senior arts programs (arts with elders and youth); Alzheimer's services (special centers for help with memory impairment); Elderly

⁵ Kenneth Donnelly, Executive Vice President, Institute on Aging, telephone communication with EIP Associates, April 25, 2005.

Suicide Prevention; cognitive and psycho-social testing, and spiritual care. IOA also has a research department that tests the efficacy of medications and health services designed to improve the care of older adults and has an Education and Training Department to help educate seniors, their caregivers, and the community at large. With implementation of the project, IOA would consolidate and move most of these programs, to the new building at the project site. All of the programs to be moved are currently in rented space in various facilities on Geary Boulevard. In addition to the rental savings anticipated, IOA would gain economic benefit from the efficiencies of not having to transport participants who would live in the proposed building. The IOA would have space specifically designed for their program purposes and opportunity for closer integration of services such that seniors would benefit from having their living, social, and health support in the same location.

The proposed supportive housing for independent seniors with special needs is designed to work in concert with the senior health programs and facilities offered by the IOA. The housing units coupled with the senior health services would offer seniors with special health needs the opportunity to live independently without being institutionalized. By providing the IOA's many health and social services to the residents, residents that would otherwise need to live in a nursing home can continue to live independently.

The following are the project sponsors' objectives for the proposed project:

- Combine the capabilities of a non-profit affordable housing developer and property manager (BRIDGE), and a non-profit provider of community-based health care and social services for seniors (IOA), in a new building that would offer affordable housing, together with health care and supportive community services for older adults of modest income;
- Replace a fifty-year old underutilized and economically unviable movie theater with a new structure providing affordable housing, supportive services, and health care programs for seniors of modest income levels;
- Consolidate most of the IOA's programs currently in various leased facilities on Geary Boulevard (at 3600, 3626, and 3330 Geary Boulevard) in a central service/office facility that will enable the IOA to provide its services more efficiently. The new, central headquarters facility would provide space specifically designed for its service functions; would reduce inter-facility travel; would limit overlapping staff functions and equipment needs; and would eliminate the dependency and financial risk associated with leases with third party property owners;

- Provide the IOA service spaces at grade level to eliminate the need for frail clientele to use stairs and elevators;
- Make available adequate meeting space for the IOA's educational activities, staff training, patient education, and support groups and where the IOA and local organizations can hold off-hour weeknight and weekend meetings, seminars, and trainings concerning services in the community for older adults;
- Develop a service and related office facility that leverages the revenues of the IOA together with philanthropic support to finance construction and operation of the project;
- Provide approximately 120 units of affordable senior housing for independent seniors earning fifty percent or less of the area median income, near IOA's services in a project that is economically feasible to develop;
- Provide approximately 30 units of supportive housing units for independent seniors with special needs, in close proximity to the IOA's services in a project that is economically feasible to develop;
- Locate the proposed senior housing and health services along a public transit corridor that allows residents, IOA clients, staff, and guests to use public transit when traveling to and from the proposed project building;
- Provide an off-street loading zone for IOA's van transport services to increase the safety of clientele using the facility;
- Provide on-site parking and loading facilities to meet the needs of the project without incurring excessive costs;
- Develop the independent senior living units at a cost that is consistent with industry standards and that is consistent with the underwriting limits of key state and local lenders for affordable housing projects, including the City of San Francisco's Mayor's Office of Housing;
- Redevelop a significant length of the Geary Boulevard Street frontage in a manner that is attractive, pedestrian friendly and brings activity to the street and sidewalk level; and,
- Create a high quality, well designed project that is responsive to the surrounding context by concentrating the project's program and mass along Geary Boulevard and terracing the project and incorporating landscaped courtyards along the southern portion of the project where it abuts Almaden Court.

E. PROJECT APPROVALS

The proposed project would require demolition and building permits from the Department of Building Inspection, and conditional use authorization as a Planned Unit Development (PUD) by the Planning Commission. Pursuant to *Planning Code* Section 304(a), a PUD may be

authorized “[i]n cases of outstanding overall designs complementary to the design and values of the surrounding area, [and] such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.” The proposed project would also require approvals from the Department of Public Works and Department of Parking and Traffic for the required re-configuration of the existing crosswalk at the intersection of Palm Avenue and Geary Boulevard. The approvals that would be required are listed below. The relevant *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item below.

Planning Commission

- Conditional use authorization for development of a lot in excess of 9,999 square feet (the lot is 45,920 square feet in size) and a non-residential use in excess of 5,999 square feet (the IOA would occupy approximately 55,457 gsf of non-residential use) in an NC-3 District (*Planning Code* Sections 712.11 and 712.21).
- Conditional use authorization for an exception to the “A” bulk controls in an 80-A Height and Bulk District (*Planning Code* Section 271). Per *Planning Code* Section 270(a), an “A” bulk control requires maximum plan dimensions of a structure above 40 feet to be 110 feet in the longest horizontal dimension and 125 feet in the longest diagonal dimension. The site is large enough that it could accommodate three “towers” rising above a 40-foot base, meeting the bulk maxima. Above 40 feet, the proposed project would instead be one U-shaped structure 245 feet in its longest horizontal dimension and 281 feet in its longest diagonal dimension. *Planning Code* Section 271 allows for exception to the “A” bulk controls in districts other than C-3, if the building achieves “a distinctly better design, in both a public and private sense, than would be possible with strict adherence to the bulk limits” and if the building is one of “widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building” require an exception.
- Planned Unit Development Authorization for modification to off-street parking requirements for IOA program space (*Planning Code* Section 151). *Planning Code* Section 151 requires the project to provide 108 spaces for IOA’s program space, for which the project as proposed would provide 37 spaces.
- Planned Unit Development authorization for modification to the rear yard requirement for floors two through six (*Planning Code* Section 134). *Planning Code* Section 134 requires a 25 percent basic rear yard within an NC-3 District at the lowest story containing a dwelling unit, and at each succeeding story of the building. The rear yard requirement is intended to “assure the protection

and continuation of established midblock, landscaped open spaces, and maintenance of scale of development appropriate [to the district and] consistent with the location of adjacent buildings.” An exception to this requirement is sought because a portion of floors two through six (dwelling unit floors) would extend into the 25 percent required rear yard, even though other portions are set back more than the required 25 percent.

- Planned Unit Development authorization for modification to the open space requirement for senior dwelling units (*Planning Code* Section 135(d)(3)). Approximately 7,980 square feet of common open space is required for the 150 senior dwelling units; 4,228 square feet would be provided on floors three through six, while an additional 8,326 square feet would be provided on floors one and two. According to the *Planning Code*, 1,995 square feet of common usable open space is required to serve the 30 supportive housing units operated by IOA on floors one and two, but the surplus provided on these floors will not serve the common open space requirement for the 120 senior housing units operated by BRIDGE on floors three through six. Although the total common open space provided by the project would meet the *Planning Code* requirement, the distribution of the open space between the IOA-owned portion of the building and the BRIDGE-owned portion of the building would not be in compliance with the requirements of *Planning Code*.
- Planned Unit Development authorization for modification to the 25-foot unit exposure requirement for 20 dwelling units facing a 21-foot, 9-inch side yard on the east side of the proposed project (*Planning Code* Section 140). *Planning Code* Section 140 requires that each dwelling unit in any use district face directly on an open area such as a public street or courtyard at least 25 feet in width.
- Planned Unit Development authorization for substitution of two van-sized loading spaces for the one required truck loading space (*Planning Code* Section 152).

Department of Public Works; Department of Parking and Transportation

- Reconfiguration of existing crosswalk at Palm Avenue and Geary Boulevard.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the project was filed on May 20, 2003. On the basis of an Initial Study published on October 2, 2004, the San Francisco Planning Department determined that the following effects of the project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the project and thus required no further analysis: noise, air quality, utilities and public services, biology, geology and topography, water, energy and natural resources, hazards, and cultural (archaeological) resources. Therefore the EIR does not discuss these issues (see Appendix A, Initial Study). The project's potentially significant impacts in the areas of land use, plans, and zoning; urban design and visual quality; population, housing, and employment; transportation; cultural (historic architectural) resources; shadows, and shade on nearby solar energy systems; and growth inducement are addressed in this chapter. As discussed in Chapter II, Project Description, the Coronet Theater closed on March 17, 2005 pursuant to the lease agreement between IOA (property owner) and United Artists (theater operator). Closure of the Coronet Theater constitutes a change in the existing conditions at the project site; therefore, effects related to land use, employment, and parking and traffic associated with the use of the Coronet Theater have changed since the publication of the Notice of Preparation, but remain in the EIR analysis, as part of the conditions existing at the time most analyses were conducted in 2004 and early 2005.

A scoping meeting was held on December 15, 2004 to provide the public with an opportunity to comment on the scope and content of the EIR. Issues of public concern regarding the proposed project identified during the meeting include the following:

- Land use compatibility and changes in land use character
- Height, bulk, and density of proposed building
- Compliance with *Planning Code* requirements
- Views from Almaden Court and Rossi Playground, and light and glare effects
- Potential for growth inducement
- Traffic congestion and reduction in off-street parking

- Effects on parking in evening periods
- Effects on traffic operations due to IOA van loading and unloading operations
- Duration and timing of proposed meetings at the new building
- Historical significance of Coronet Theater
- Shadows and wind effects of the new building
- Air quality and noise effects associated with construction activities and new uses
- Duration of construction activities
- Effects on bird species reported to have been sighted near the project site

Section II. Project Description and Section III.D. Transportation, discuss proposed meeting space uses and proposed IOA van loading and unloading operations. Land use compatibility and changes in land use character are discussed in Section III.A. Land Use. This section also includes an informational analysis of a development envelope that could be built with no zoning requirement exceptions compared to the project as proposed. Section VI includes analysis of a Reduced Height Alternative to address concerns regarding the height and bulk of the proposed project. Section III.B. Urban Design and Visual Quality, includes an analysis of potential changes of views from Rossi Playground. A parking survey was conducted between the hours of 7:00 and 8:30 PM and is discussed in Section III.D. Transportation. Section III.E. Historic Architectural Resources discusses the potential effects of the project on the Coronet Theater. Section III.F. Shadows includes a shadow study as well as an analysis of potential shading of solar panels located on residential structures near the project site.

Issues regarding air quality, noise, wind, and biological resources were analyzed as part of the Initial Study (Appendix A). These topics are not discussed in this EIR, because the Initial Study concluded there would not be potentially significant effects relating to these topics. The Initial Study lists Mitigation Measures that would be implemented by the Project Sponsor to minimize potential construction-related air quality impacts. The Project Sponsor would be required to comply with the City's Noise Ordinance (Article 29 of the Police Code), which regulates construction activities to minimize noise impacts on noise-sensitive land uses. The proposed building's exposure, massing and orientation would not result in changes to the wind environment in pedestrian areas near the site, and no known occurrences of special status plant

or wildlife species were recorded on or at the project site that could be affected by project-related construction or operational activities.

A. LAND USE, PLANS, AND ZONING

This section describes the land use setting of the proposed project site and its vicinity. The impacts analysis addresses the potential land use changes with implementation of the project and also discusses the project's compatibility with applicable plans and zoning.

ENVIRONMENTAL SETTING

The project site is located in the Richmond District of San Francisco, on the south side of Geary Boulevard, between Arguello Boulevard and Stanyan Street (see Figure 1, p. II-2).

The project site is along a major neighborhood commercial corridor. The Presidio is about one-half mile north of the project site, and Golden Gate Park is about one-half mile south and southwest of the project site. Other nearby uses include the University of San Francisco (USF) Lone Mountain and Main Campuses, about four blocks to the east and southeast, respectively. The specific mix of land uses at the project site and surrounding vicinity is described below.

EXISTING LAND USE

The project site includes the now-closed Coronet Theater, a single-screen, 1,350-seat movie theater (33,000 gsf) and a surface parking lot with 93 parking spaces. (Section III.C, Historic Architectural Resources, discusses potential historic resources in the project site and vicinity.) When the theater was in operation, the surface parking lot was generally not available to theater patrons during weekday daytime periods. Spaces were leased for long-term parking during weekday daytime periods.

The primary land uses east, west, and north of the project site, along Geary Boulevard between Arguello Boulevard and Stanyan Street, are comprised of commercial and mixed-use activities. Figure 2, p. II-5, shows land use patterns in the vicinity. (Section III.B, Urban

Design and Visual Quality, describes the visual character of buildings and land uses in the vicinity.) Geary Boulevard is a major street that runs from downtown San Francisco through the Richmond District to near Land's End, and is characterized by commercial, retail, institutional, and multi-family residential uses over most of its length, including the project vicinity. Geary Boulevard in the immediate vicinity of the project site is generally characterized by street-level retail or other service uses, with upper-floor office space or residential units, and surface parking. Existing IOA facilities at 3600, 3626, and 3330 Geary Boulevard are located northeast within two blocks of the project site. Arguello Boulevard is generally characterized by retail uses near and to the north of Geary Boulevard, and by predominantly residential uses further south of Geary Boulevard.

Land uses north of the project site include an OfficeMax store at the northwest corner of Arguello Boulevard and Geary Boulevard; the existing IOA Adult Day Health Center at the northwest corner of Geary Boulevard and Palm Avenue; Roosevelt Middle School, north of Geary Boulevard between Palm Avenue and Arguello Boulevard; and mixed-use retail and office uses on Geary Boulevard, between Palm and Jordan Avenues.

Land uses east of the site are office and retail along the south side of Geary Boulevard, extending from the eastern boundary of the project site to Stanyan Street. The Neptune Society Columbarium, south of these retail uses, fronts on Loraine Court (see Figure 2, p. II-5).

Land uses south of the project site are primarily residential along Almaden Court and Loraine Court. These two streets are cul-de-sacs that extend north from Anza Street, which is also primarily residential, and terminate immediately to the south (Almaden Court) and southeast (Loraine Court) of the project site.

Land uses west of the project site include a service station at the southeast corner of Geary and Arguello Boulevards, the Arguello Pet Hospital south of the service station, and the Indian Consulate building south of the pet hospital. Further south of these uses, are existing residential uses on both sides of Arguello Boulevard.

ZONING

The project site is within the NC-3 (Moderate-Scale Neighborhood Commercial) Use District and the 80-A Height and Bulk District. *Planning Code* Section 712.1 states:

NC-3 Districts are intended in most cases to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to the surrounding neighborhoods. NC-3 Districts are linear districts located along heavily trafficked thoroughfares which also serve as major transit routes.... NC-3 Districts include some of the longest linear commercial streets in the City, some of which have continuous retail development for many blocks. Large-scale lots and buildings and wide streets distinguish the districts from smaller-scaled commercial streets, although the districts may include small as well as moderately scaled lots. Buildings typically range in height from two to four stories with occasional taller structures.

The *Planning Code* allows residential, office, medical, and institutional uses in the NC-3 Zoning District. Permitted uses for the NC-3 District include institutional services, as well as medical and personal services and residential uses (including senior housing). The *Planning Code* specifies no maximum floor area ratio (FAR) for residential units; however, residential unit densities established in *Planning Code* Section 207.4(a) allow up to one dwelling unit per 600 square feet of lot area (77 units for the project site). Section 207.4(b) of the *Planning Code* allows a doubling of this number for senior housing, which would allow up to 154 senior housing units on the project site.

Off-street parking accessory to principal uses is allowed up to certain limits and is determined by reference to code requirements or, in the case of certain approvals, according to determinations by the Planning Commission regarding the amount of parking adequate or required to serve such uses. As part of review required by Section 304 of the *Planning Code*, the Planning Commission would determine the amount of off-street parking necessary to serve proposed uses.

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant effect on land use, plans, and zoning if it would physically disrupt or divide an established community; have a substantial impact on the existing character of the vicinity; or conflict with adopted plans and goals of the City adopted for the purpose of avoiding or mitigating an environmental effect.

LAND USE CHANGES

The proposed project would replace the existing Coronet Theater and parking lot with a senior health services facility and senior housing units. The project would change the existing land use from theater and parking to residential and institutional services. The new uses would result in an increase in activity at the project site throughout the day, as the now closed Coronet Theater operated in the evening hours and on weekends. The existing parking lot is used for leased long-term parking during the day and was used for daily theater parking during the daytime and evening hours. With implementation of the project, these uses would be eliminated. The new uses would add daytime senior services and senior residential activity to this part of Geary Boulevard. Nearby residents would experience an increase in daytime activity, but a general decrease in nighttime activity, as senior health services would be administered during normal daytime business hours. Nighttime activity could occur through the use of the IOA meeting room for classes, seminars, and other functions. (The change in views associated with the new building is addressed in Section III.B. Urban Design and Visual Quality. Increased pedestrian and vehicle activity associated with the senior health services and parking garage could increase local congestion. A discussion of parking and circulation is included in Section III.D. Transportation.)

The project would be developed near existing single-family residential uses on Almaden Court and Loraine Court, located south of and directly adjacent to the project site. The proposed project would intensify the residential density and would relocate health services for seniors on the project site and in the immediate vicinity. Specifically, the proposed project would change

the density and distribution of land uses at the project site. Land use on Geary Boulevard and in the project vicinity is characterized by medium to high-density retail, commercial, institutional, and multi-family residential uses. Arguello Boulevard near the project site also has a residential mixed-use character. The proposed new uses would be compatible with the existing, mixed-use and residential character of the area, but would occur at a larger scale than currently exists. Although the project would be oriented toward the Geary Boulevard corridor, the project would have a higher density compared to existing single-family residences south of the project site on Almaden Court and Loraine Court. The project would also have a higher density than existing multi-unit residential buildings in the project vicinity and single-family areas north of Geary Boulevard, along Palm Avenue. The neighborhood character of the project site and its vicinity would change as described above, but would be consistent with the allowable uses under the *Planning Code* for the NC-3 District and the overall character of Geary Boulevard. The anticipated land use patterns are typical of those found in a developed urban area of San Francisco. While no streets would be vacated or realigned, and the project would be built within the current block pattern, the reconfiguration of the crosswalk at Geary Boulevard and Palm Avenue would realign the existing median treatment.

Overall, the project would not disrupt or divide an established community, since the existing parking lot and theater do not contribute to any one community and their replacement with a new building would not divide the existing neighborhood. While the project would change the scale of development adjacent to the residential uses on Almaden Court, Loraine Court, and other nearby residential areas near adjacent mixed-uses on Geary Boulevard and Arguello Boulevard, it would not result in significant land use impacts as it would not substantially change the existing character of the residential neighborhoods, but result in development of allowable use that would intensify the mixed-use commercial corridor character of Geary Boulevard.

COMPATIBILITY WITH PLANS AND POLICIES

Environmental plans and policies directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's

physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plans or policies.

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

The proposed project would relate to the following policies contained in the Housing and Commerce and Industry Elements of the *General Plan*:

Housing Element

- Policy 1.1: Encourage higher residential density in areas adjacent to downtown in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.
- Policy 4.2: Include affordable units in larger housing projects.
- Policy 5.2: Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.
- Policy 8.6: Increase the availability of units suitable for users with supportive housing needs.
- Policy 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.
- Policy 11.4: Avoid or minimize disruption caused by expansion of institutions, large-scale uses and auto-oriented development into residential area.
- Policy 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

- Policy 11.9: Set allowable densities and parking standards in residential areas at levels that promote the City's overall housing objectives while respecting neighborhood scale and character.

Commerce and Industry Element

- Policy 6.3: Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

The proposed project would respond to applicable policies of the Housing Element, because the project would provide affordable housing units for independent seniors; provide supportive housing units for independent seniors with special needs; enhance neighborhood vitality and diversity through the development of a new senior health services and senior residential development at the project site; and provide the allowable residential density while remaining consistent with neighborhood character of the Geary Boulevard corridor. The proposed project would have a higher density than most surrounding uses and would add institutional uses that are allowable uses under the *Planning Code* for the NC-3 District, the overall scale and mixed-use commercial character of Geary Boulevard, and the developed urban nature of San Francisco. In addition, the institutional uses proposed would not be expected to cause significant disruption to the neighborhood as these uses already occur within the project vicinity and would be moved and consolidated into the new building on the project site. As noted above, the compatibility of the project with the *General Plan* policies will be considered by decisionmakers.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight priority policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to

issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project is consistent with the priority policies. The case report for the Conditional Use Authorization and/or subsequent motion for the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight priority policies.

COMPATIBILITY WITH ZONING AND LAND USE DISTRICTS

The proposed project would develop 122,143 gsf of residential uses; about 55,457 gsf of IOA office and program space uses; about 37,211 gsf of parking and loading uses including a porte-cochere; and about 13,433 gsf of open space. Overall, land use at the site would change from a movie theater and surface parking lot, to residential and institutional use with below-grade parking. The proposed residential, IOA office and program space, and parking uses would be permitted in the NC-3 District. The proposed project height of 72 feet, under the *Planning Code*, is less than the maximum height permitted in the 80-A Height and Bulk District.

The project would require conditional use authorization as a Planned Unit Development (PUD) by the Planning Commission. Pursuant to *Planning Code* Section 304(a), a PUD may be authorized “[i]n cases of outstanding overall designs complementary to the design and values of the surrounding area, [and] such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.” The relevant *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item below.

- Conditional use authorization for development of a lot in excess of 9,999 square feet (the lot is 45,920 sf in size) and a non-residential use in excess of 5,999 sf (the IOA would occupy approximately 55,457 gsf of non-residential use) in an NC-3 District (*Planning Code* Sections 712.11 and 712.21).
- Conditional use authorization for an exception to the “A” bulk controls in an 80-A Height and Bulk District (*Planning Code* Section 271). Per *Planning Code* Section 270(a), an “A” bulk control requires maximum plan dimensions of structures above 40 feet to be 110 feet in the longest horizontal dimension and 125 feet in the longest diagonal dimension. The site is large enough that it could accommodate three “towers” rising above a 40-foot base, meeting the bulk maxima. Above 40 feet, the proposed project would instead be one U-shaped structure 245 feet in its longest

horizontal dimension and 281 feet in its longest diagonal dimension. *Planning Code* Section 271 allows for exception to the “A” bulk controls in districts other than C-3, if the building achieves “a distinctly better design, in both a public and private sense, than would be possible with strict adherence to the bulk limits” and if the building is one of “widespread public service benefits and significance to the community at large, where compelling functional requirements of the specific building” require an exception.

- Planned Unit Development Authorization for modification to off-street parking requirements for IOA office and program space (*Planning Code* Section 151). *Planning Code* Section 151 requires the project to provide 108 spaces for IOA’s office and program space, for which the project as proposed would provide 37 spaces.
- Planned Unit Development authorization for modification to the rear yard requirement for floors two through six (*Planning Code* Section 134). *Planning Code* Section 134 requires a basic 25 percent rear yard within an NC-3 District at the lowest story containing a dwelling unit, and at each succeeding story of the building. The rear yard requirement is intended to “assure the protection and continuation of established midblock, landscaped open spaces, and maintenance of scale of development appropriate” to the district and “consistent with the location of adjacent buildings.” An exception to this requirement is sought because portions of floors two through six (dwelling units floors) would extend into the 25 percent required rear yard, even though other portions are set back more than the required 25 percent.
- Planned Unit Development authorization for modification to the open space requirement for senior dwelling units (*Planning Code* Section 135(d)(3)). Approximately 7,980 square feet of common open space is required for the 150 senior dwelling units; 4,228 square feet would be provided on floors three through six, while an additional 8,326 square feet would be provided on floors one and two. According to the *Planning Code*, 1,995 square feet of common usable open space is required to serve the 30 supportive housing units operated by IOA on floors one and two, but the surplus provided on these floors will not serve the common open space requirement for the 120 senior housing units operated by BRIDGE on floors three through six. Although the total common open space provided by the project would meet the *Planning Code* requirement, the distribution of the open space between the IOA-owned portion of the building and the BRIDGE-owned portion of the building would not be in compliance with the requirements of *Planning Code*.
- Planned Unit Development authorization for modification to the 25-foot unit exposure requirement for 20 dwelling units facing a 21-foot, 9-inch side yard on the east side of the proposed project (*Planning Code* Section 140). *Planning Code* Section 140 requires that each dwelling unit in any use district face directly on an open area such as a public street or courtyard at least 25 feet in width.
- Planned Unit Development authorization for substitution of two van-sized loading spaces for the one required truck loading space (*Planning Code* Section 152).

The various *Planning Code* exceedances, exceptions, and modifications would be considered by the Planning Commission, as part of review required by Section 304 of the *Planning Code*, under the proposed conditional use authorization and the Planned Unit Development authorization. The physical environmental effects of the project design including these *Planning Code* exceptions are analyzed in this EIR and in the Initial Study (Appendix A). *Planning Code* exceptions would not in and of themselves result in significant impacts.

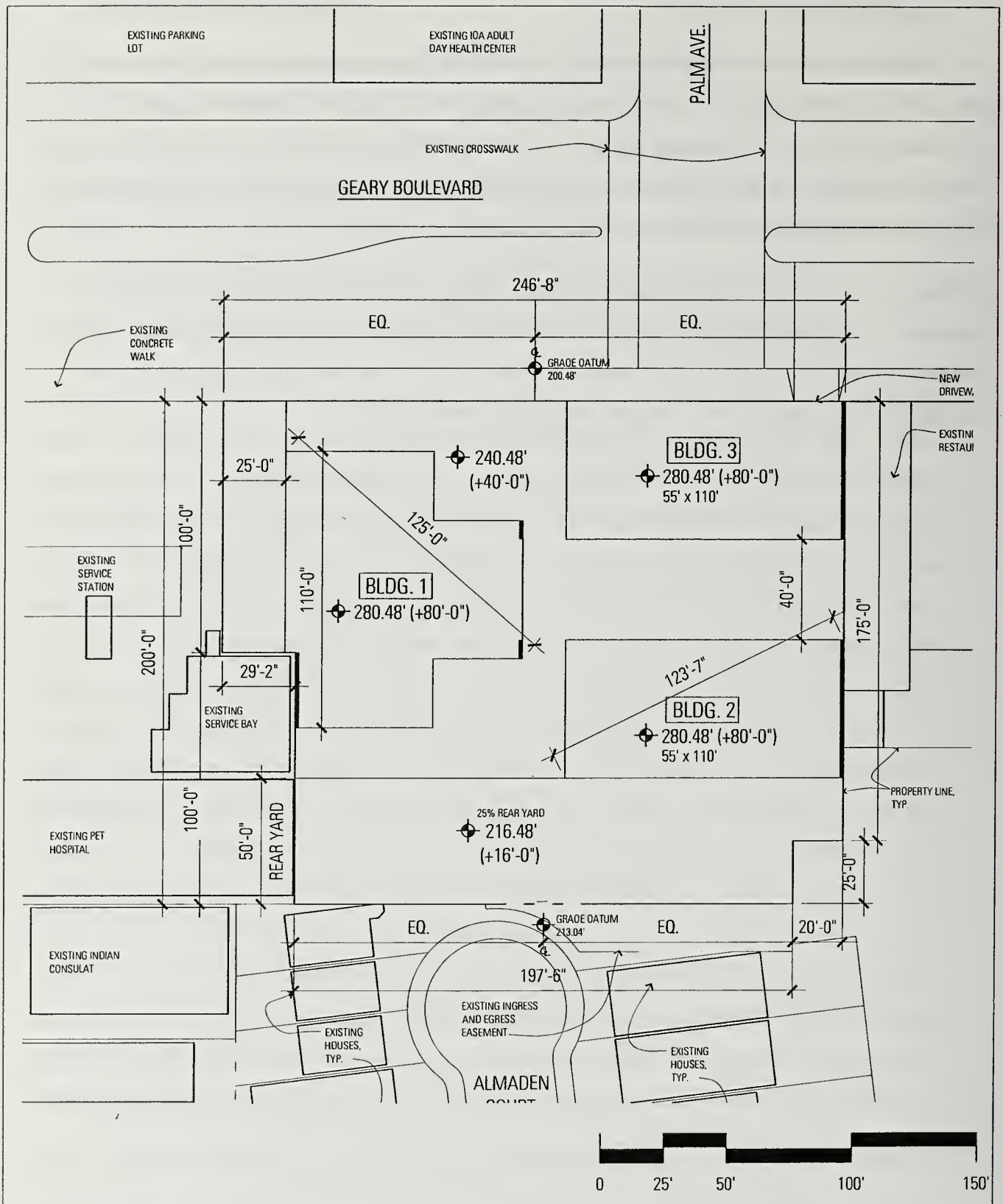
DEVELOPMENT WITH NO EXCEPTION FROM ZONING REQUIREMENTS

In response to comments at the public scoping meeting, this section provides information to compare development of the project site assuming no exceptions from the zoning requirements, to the project as proposed. Development of the project site without exceptions or modifications would include the same amount of IOA and BRIDGE housing units as the project, 138 parking spaces in two underground levels compared to 67 parking spaces in one underground level with the project, and approximately 68,657 gsf of IOA program space compared to 55,457 gsf of IOA program space with the project. Figure 10 depicts a plan diagram, and Figures 11, 12, and 13 illustrate the height and bulk of a project that could be developed under the existing NC-3 Zoning District and 80-A Height and Bulk District at the project site without any exceptions or modifications. The figures show an example of the development's height and bulk conformance with the 80-A Height and Bulk District. For this example, the development was designed as a three tower configuration over a 40-foot base with an overall maximum height of 80 feet, which is the maximum allowable height in an 80-A Height and Bulk District. This example complies with the "A" bulk control, which requires maximum plan dimensions above 40 feet to be 110 feet in the longest horizontal dimension and 125 feet in the longest diagonal dimension. A development similar in height and bulk to that depicted in Figures 10, 11, 12, and 13 would not require conditional use authorization for an exception to the "A" bulk controls in an 80-A Height and Bulk District.

Also, Figure 10 illustrates the rear yard under *Planning Code* Section 134, which requires a basic 25 percent rear yard within an NC-3 District at the lowest story containing a dwelling unit, and at each succeeding story of the building. The rear yard of 50 feet (or 25 percent of the depth of the lot) depicted in Figures 10, 11, 12, and 13 would comply with Section 134

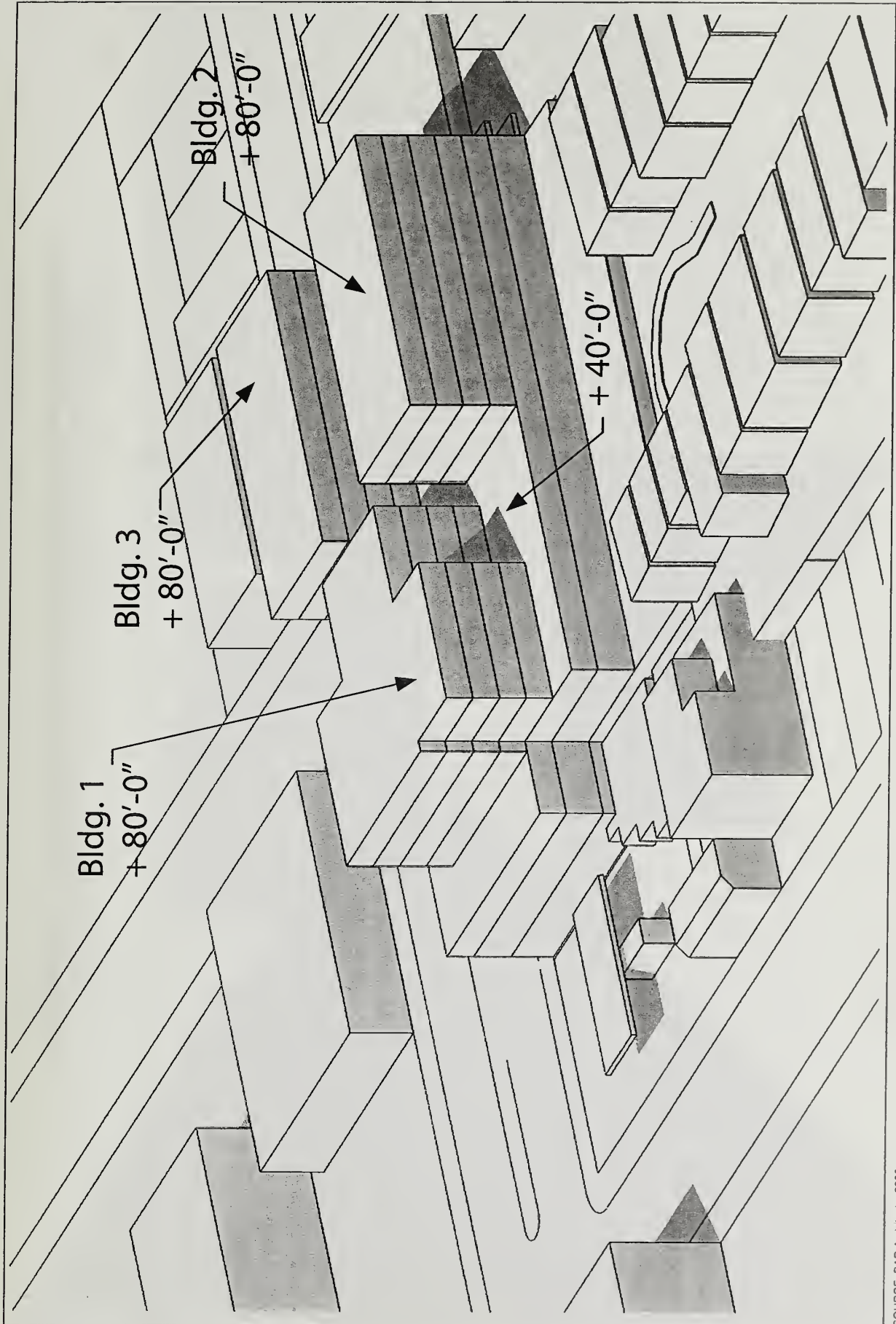
and would not require authorization under a Planned Unit Development for modification to the rear yard requirement. This scheme would also comply with the 25-foot exposure requirement of *Planning Code* Section 140 and the open space requirement of Section 135. In addition, a two-level underground garage would contain 138 parking spaces and one truck loading space to comply with *Planning Code* Sections 151 and 152.

Development of a project that would meet the zoning requirements strictly would result in three taller buildings 80 feet in height compared to one building 72 feet in height, double the number of parking spaces provided than the proposed project,, and an approximate 19 percent increase in IOA program space compared to the proposed project.



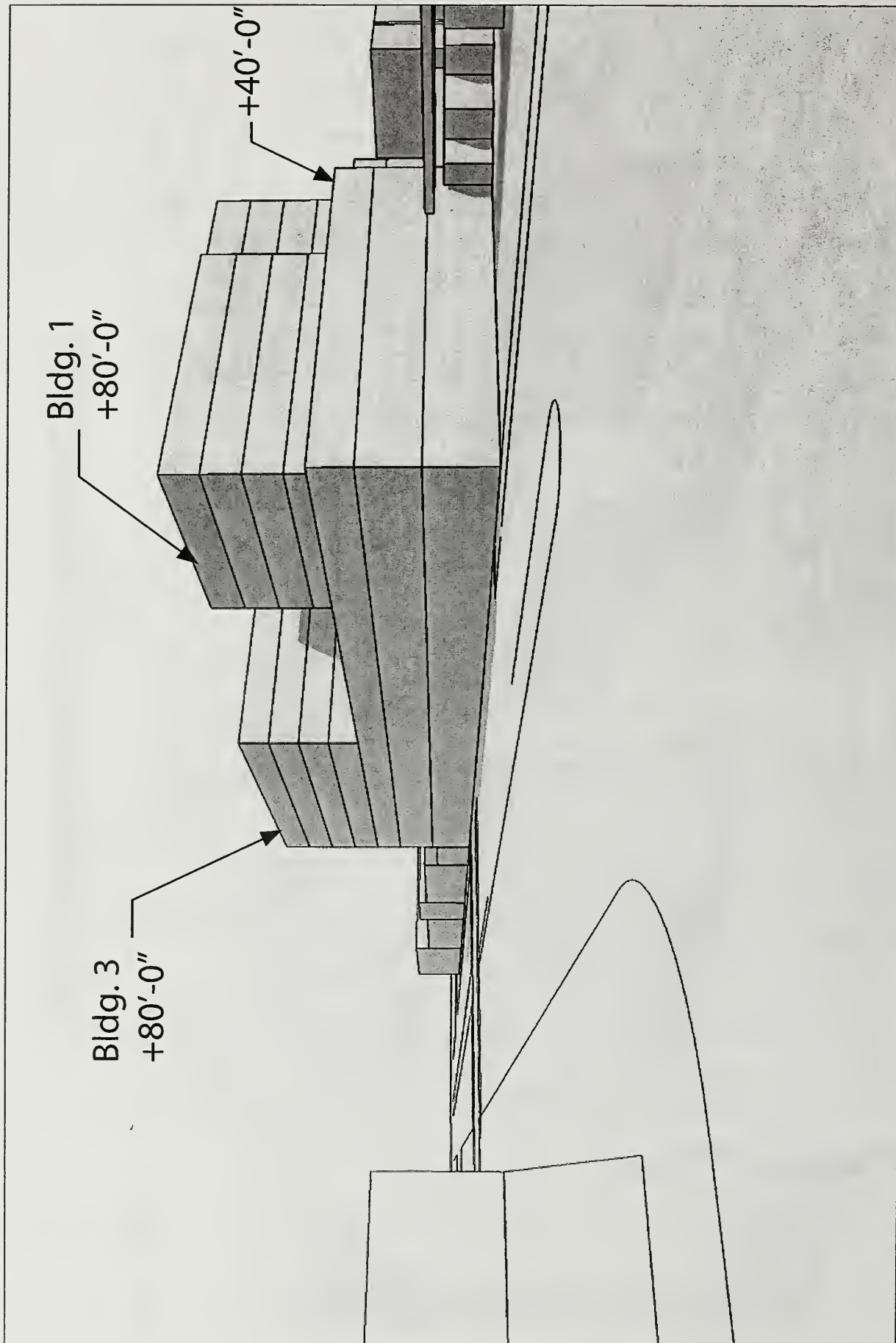
SOURCE: BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 10: NO EXCEPTION SCHEME - PLAN DIAGRAM



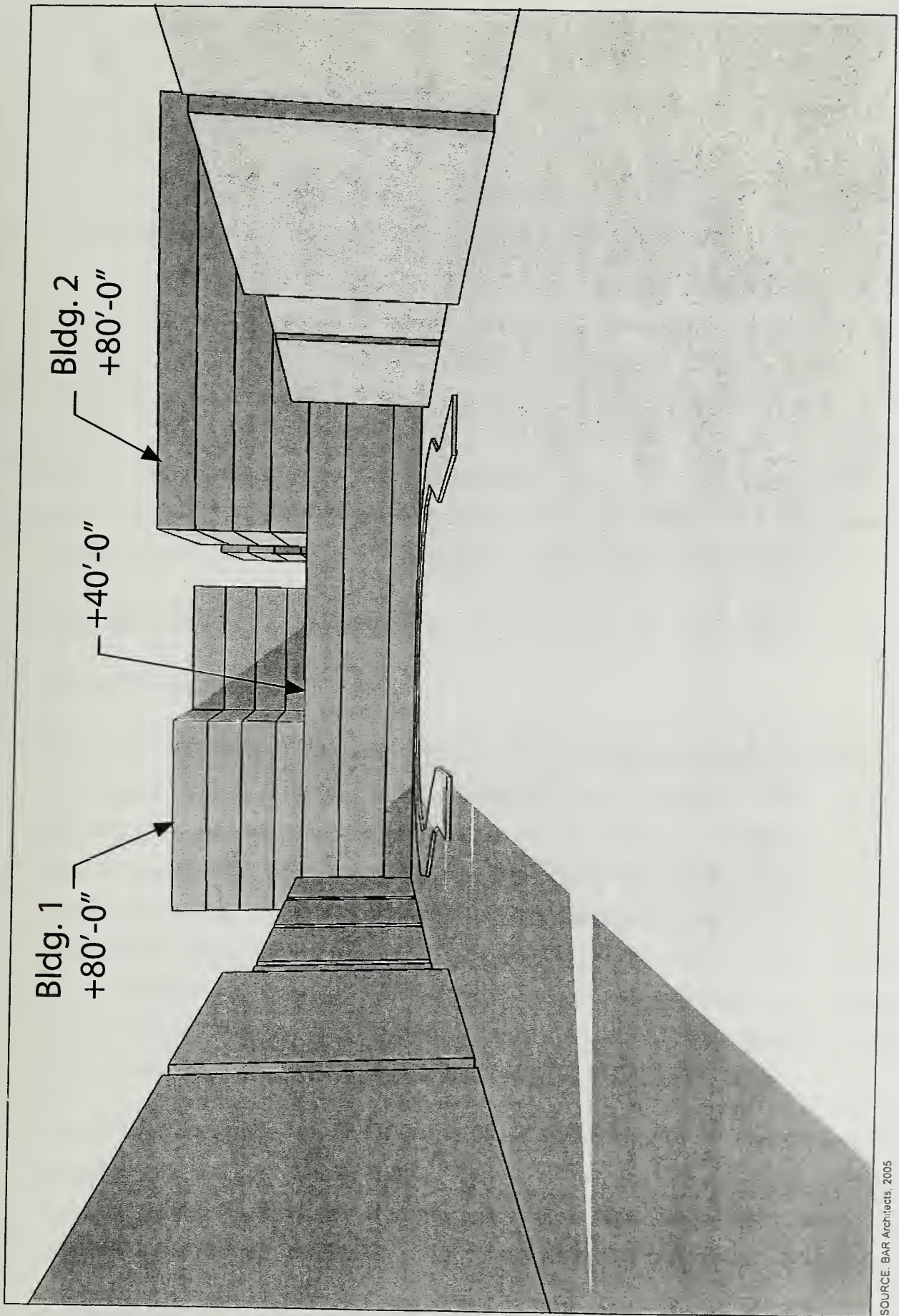
SOURCE: BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 11: NO EXCEPTION SCHEME - DIAGRAM 1, SOUTH OF GEARY BOULEVARD



SOURCE: BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 12: NO EXCEPTION SCHEME - DIAGRAM 2, GEARY BOULEVARD AT ARGUELLO BOULEVARD



SOURCE: BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 13: NO EXCEPTION SCHEME - DIAGRAM 3, ALMADEN COURT

B. URBAN DESIGN AND VISUAL QUALITY

This section describes the urban design and visual quality of the project site, and addresses potential impacts of the proposed project on the area's existing visual character. Visual quality in an urban setting is comprised of elements such as building scale, height, architectural features and materials, patterns of buildings along street frontages, and views of public open space or plazas, or of more distant landscape features such as hills and the Bay, or built landmarks, such as bridges. These elements help define the sense of place in an urban context. In general, positive urban design character in San Francisco, as reflected in *San Francisco General Plan* policies, encourages "street walls" of buildings fronting on sidewalks, maintaining buildings of architectural character, relating new development to existing, older buildings, and protecting important views of open space or landmarks.

ENVIRONMENTAL SETTING

PROJECT VICINITY

The project vicinity is an urbanized area that reflects the character of the Geary Boulevard commercial corridor within the Richmond District of San Francisco, with a mixture of building types, ages, and architectural styles, as well as vacant or underutilized parcels, on- and off-street parking, major arterial streets and residential streets. Buildings in the project vicinity are generally one- to three-stories tall and are generally built out to the sidewalk. The architectural character in the area varies, with early- to mid-20th-century masonry structures (i.e., OfficeMax and Roosevelt Middle School) and residential structures (i.e., residences along Almaden Court and Loraine Court), the Beaux-Arts style Columbarium; and more recent commercial buildings along the north side of Geary Boulevard).

The project block includes a Chevron station on the southeast corner of Geary Boulevard and Arguello Boulevard, adjacent to the project site. One- and two-story office and retail buildings fronting Geary Boulevard are adjacent to the project site on the east. Smaller-scale, commercial buildings are located along Geary Boulevard north of the project site including the

Office Max building on the northwest corner of Geary and Arguello Boulevards, a three-story painted brick building; the existing IOA adult day health care center, a gray, two-story stucco building; another two-story contemporary bank and retail building, with an associated parking lot at the northeast corner of Geary and Arguello Boulevards; and two-story office and retail buildings along Geary Boulevard, east of Palm Avenue. Roosevelt Middle School is a three-story brick structure with two five-story towers that fronts Arguello Boulevard, north of the IOA center and bank/retail building. Along the south side of Geary Boulevard, between Arguello Boulevard and Stanyan Street near the project site, are one- and two-story stucco- and glass-fronted office and retail buildings, with limited architectural detail. Geary Boulevard in the vicinity of the project site has six traffic lanes, on-street parking, 12-foot-wide sidewalks, a planted median with two large, mature trees, and scattered street trees. The street trees range from about 10 to 15 feet tall.

Development on Arguello Boulevard near the site is generally lower scale, with structures ranging from two to three stories in height. Two-story mixed-use office/retail and residential buildings are west of the project site, fronting Arguello Boulevard. Southwest of the project site, fronting Arguello Boulevard is the two-story Arguello Pet Hospital and the two-story Indian Consulate building. Southeast of the project site is the approximately three-story Odd Fellows/Neptune Society Columbarium. Immediately south of the project site, on the project block, are two-story single-family residential structures along Almaden Court and Loraine Court. Further southeast beyond these buildings are early- to mid-twentieth century single-family residences on the east side of Arguello Boulevard. At the southwest corner of Geary and Arguello Boulevards is a two-story, stucco building with ground-floor retail and upper-floor residential units. Further south, on the west side of Arguello Boulevard, is a mix of two-story, early-to-mid-century single-family and multiple-family residential buildings.

Public open space in the project vicinity includes Rossi Playground at the southern terminus of Almaden Court and at the southeast corner of Arguello Boulevard and Anza Street, and the playground associated with Roosevelt Middle School, north of the commercial structures on the north side of Geary Boulevard.

PROJECT SITE

The Coronet Theater, which operated until March 2005, is on the eastern portion of the project site and is 50 feet in height and about three stories tall. The design of the Coronet Theater itself is characterized by an overall simplicity and restrained details. The primary façade (north, along Geary Boulevard) consists of a single, unarticulated expanse of wall, punctuated at the street level by the exterior entry/ticket booth area. A large, angular marquee projects from the façade over the sidewalk and the entry/ticket booth. A narrow, vertical sign extends upward from the marquee, reaching a height of approximately 10–15 feet above the roofline of the building. The primary façade also has a prominent roof eave, narrow end walls, and large picture windows spanning the majority of the façade at street level. Because the building is free-standing, its two unarticulated concrete east and west walls are also visible. The project site also contains a 93-space surface parking lot on about the western third of the site.

LIGHT AND GLARE

Both the project site and vicinity are generally well-lit during evening hours, consistent with the level of activity expected for a commercial corridor.

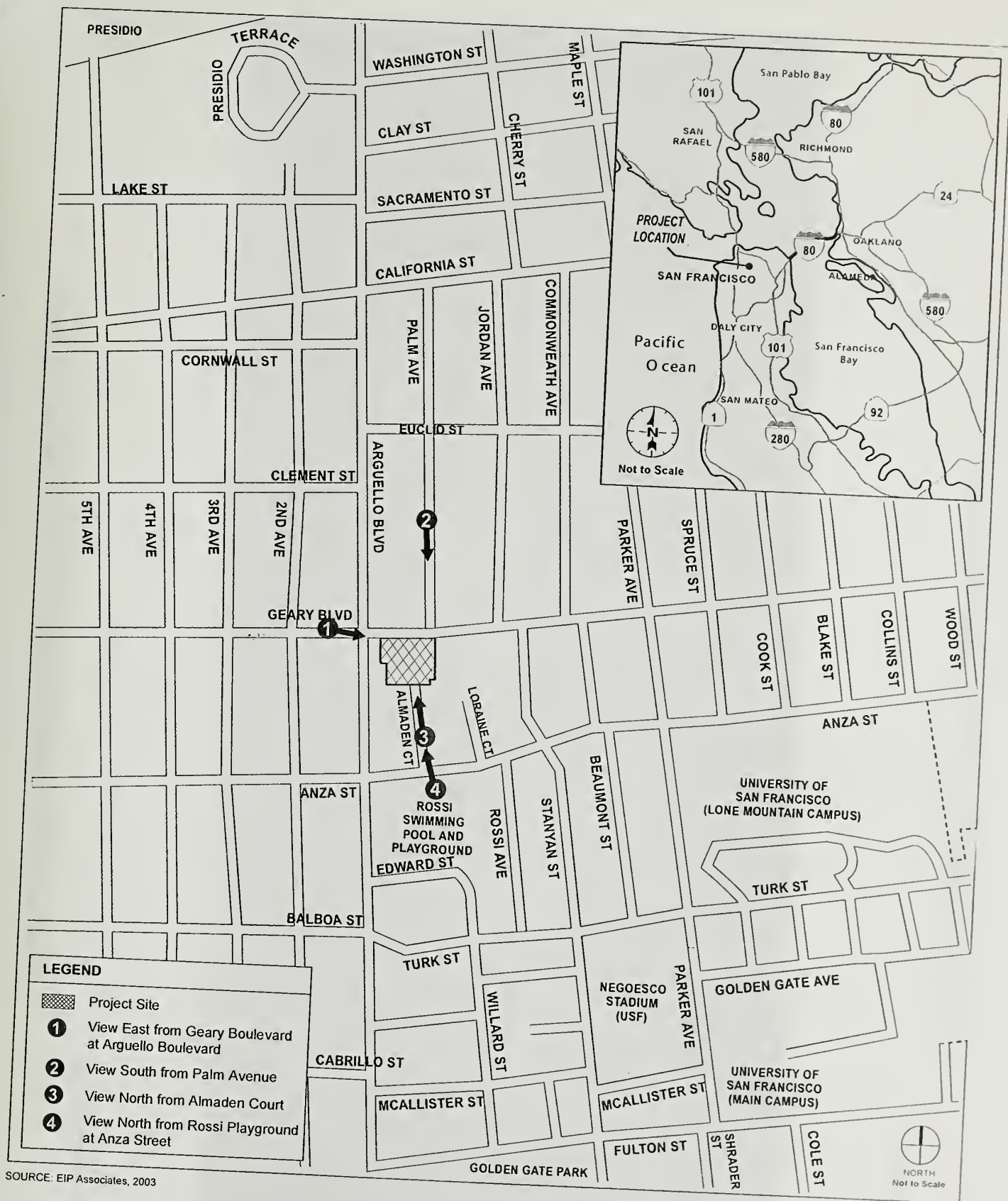
VIEWS

Surrounding Views of the Project Site and Vicinity

Figure 14 provides a key to locations of the views in Figures 15 to 18, which were chosen to give a representative range of views of the project site. A description of the representative views follows below.

Figure 15A (p. III.B-5) shows an existing view from the north side of Geary Boulevard, west of Arguello Boulevard, looking east towards the project site, including a mixture of low- to mid-rise commercial buildings generally built out to the sidewalk along Geary Boulevard. In this view, the project site is in the mid-range on the south side of Geary Boulevard and is obscured by the trees in the vegetated median. The view includes the Coronet Theater

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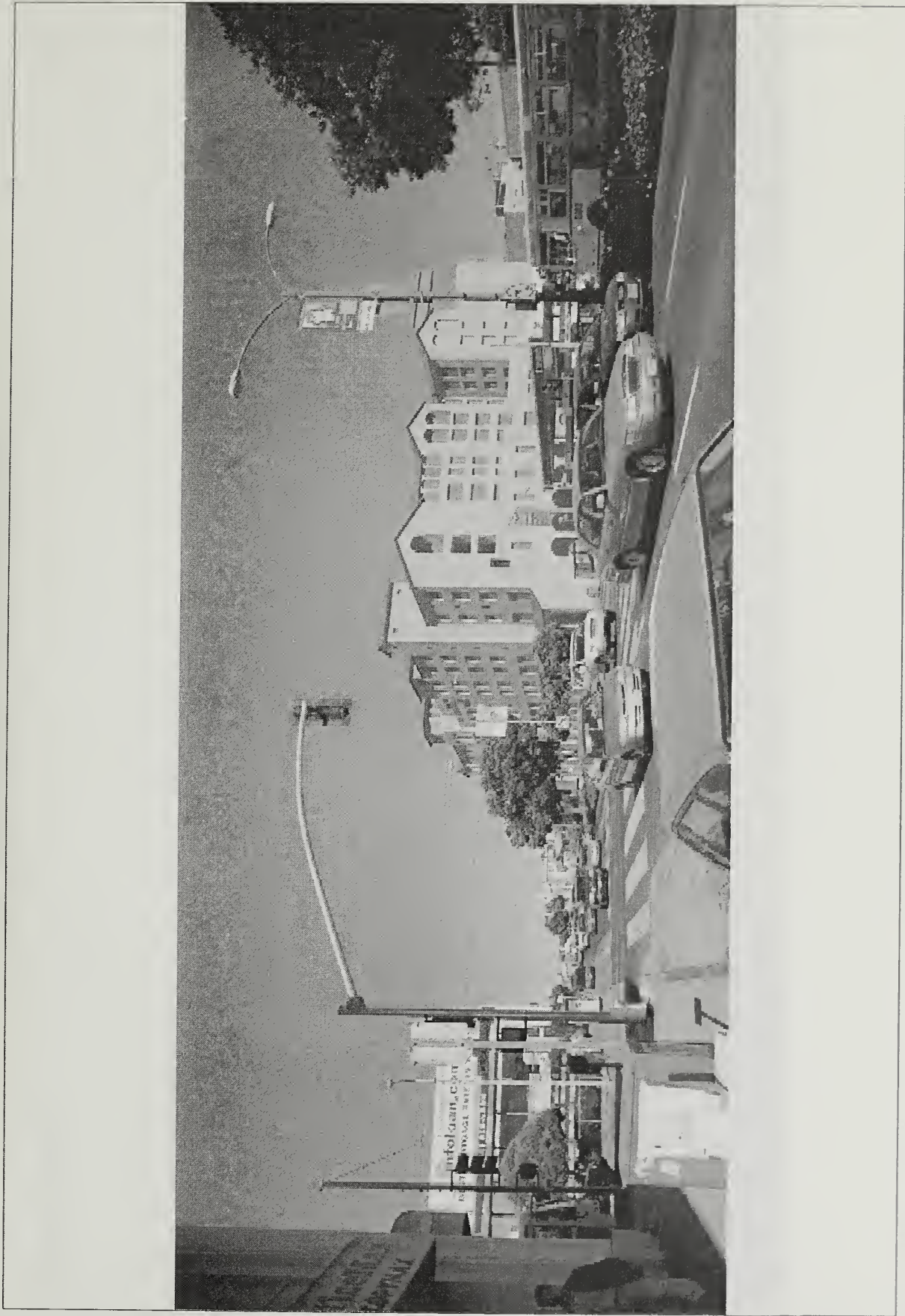
SOURCE: EIP Associates, 2003

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 14: VIEWPOINT LOCATION KEY



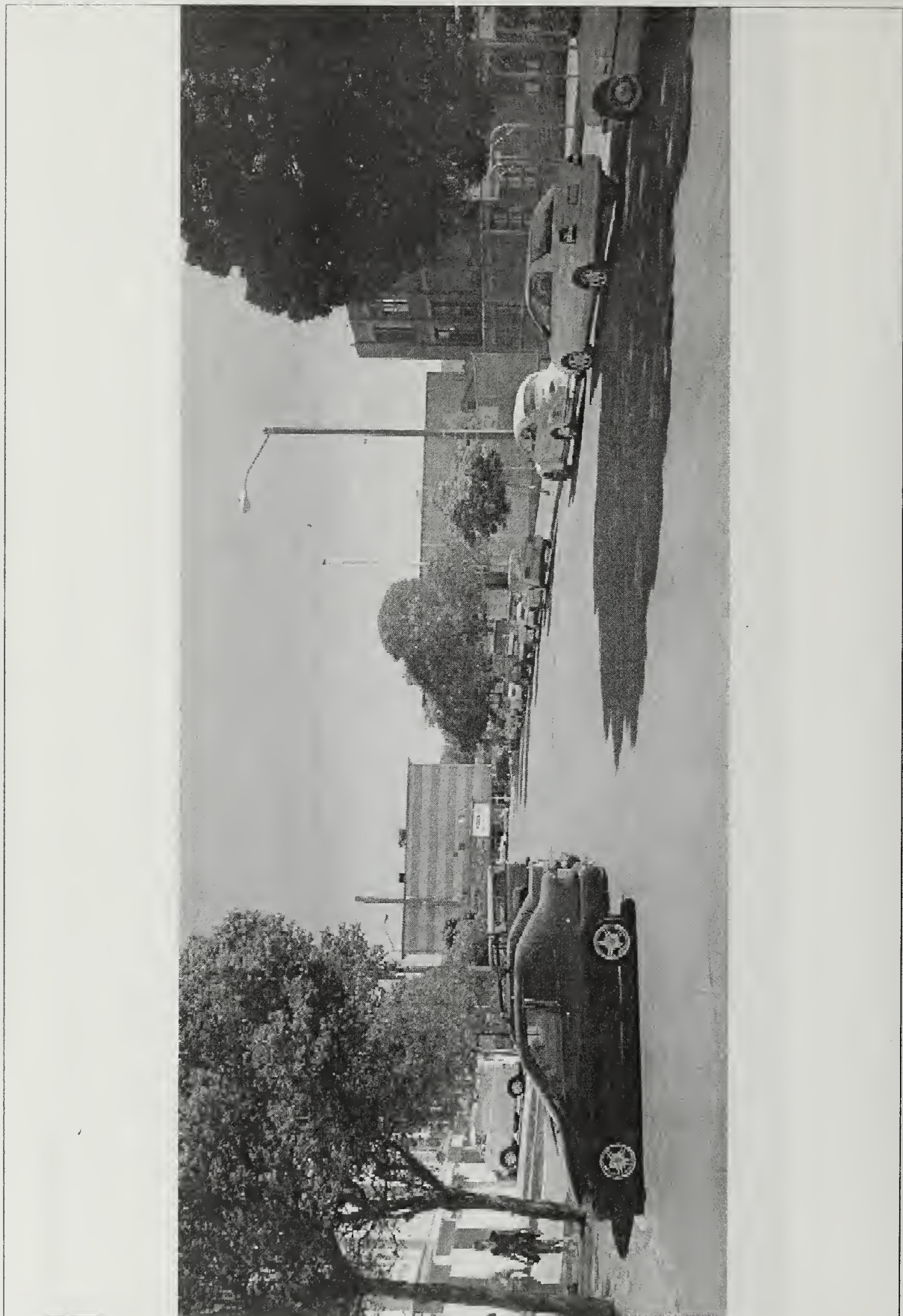
SOURCE: Square One Productions, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 15A: EXISTING VIEW EAST FROM GEARY BOULEVARD AT ARGUELLO BOULEVARD



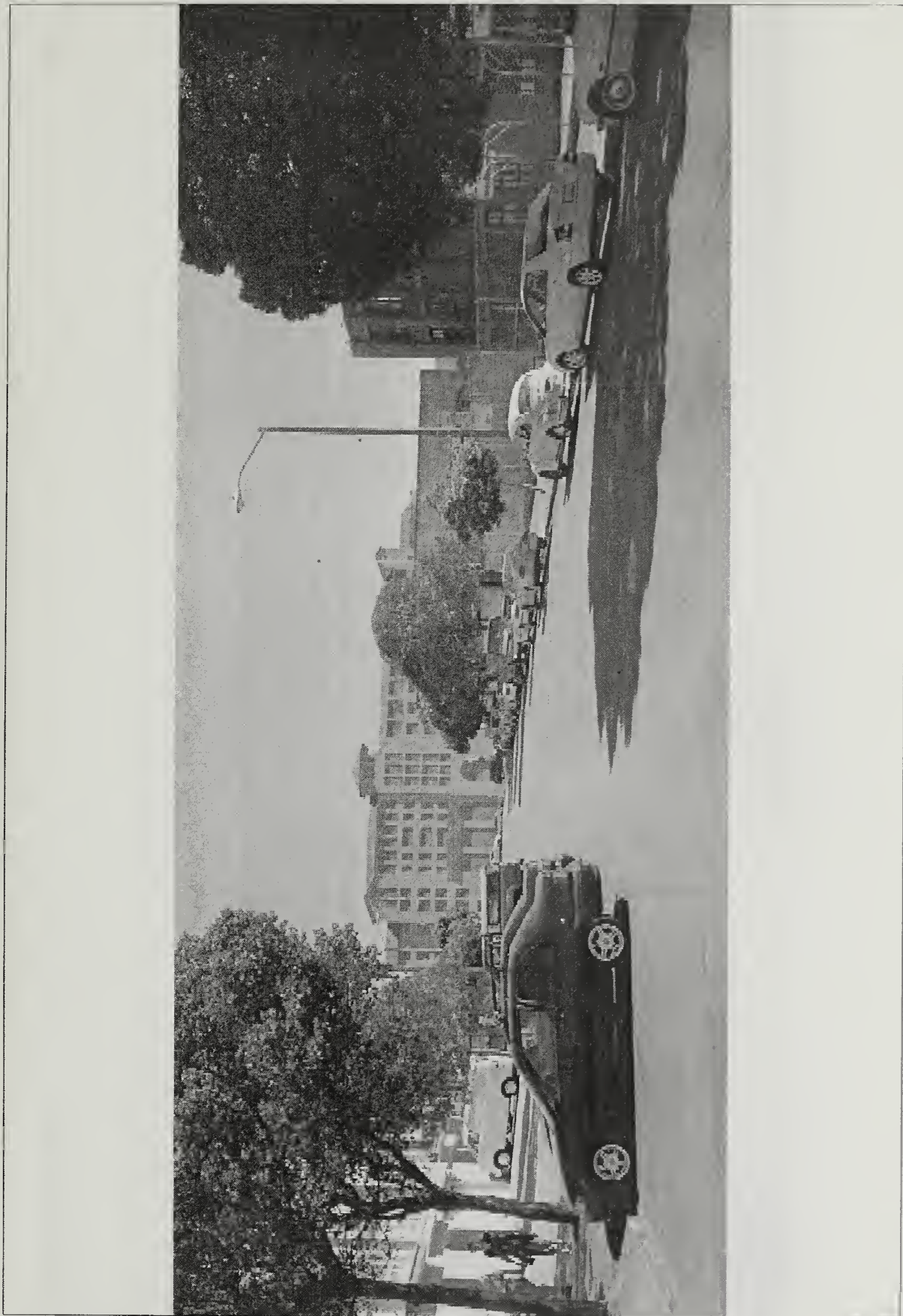
SOURCE Square One Productions, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 15B: VIEW WITH PROJECT EAST FROM GEARY BOULEVARD AT ARGUELLO BOULEVARD



SOURCE: Square One Productions, 2004

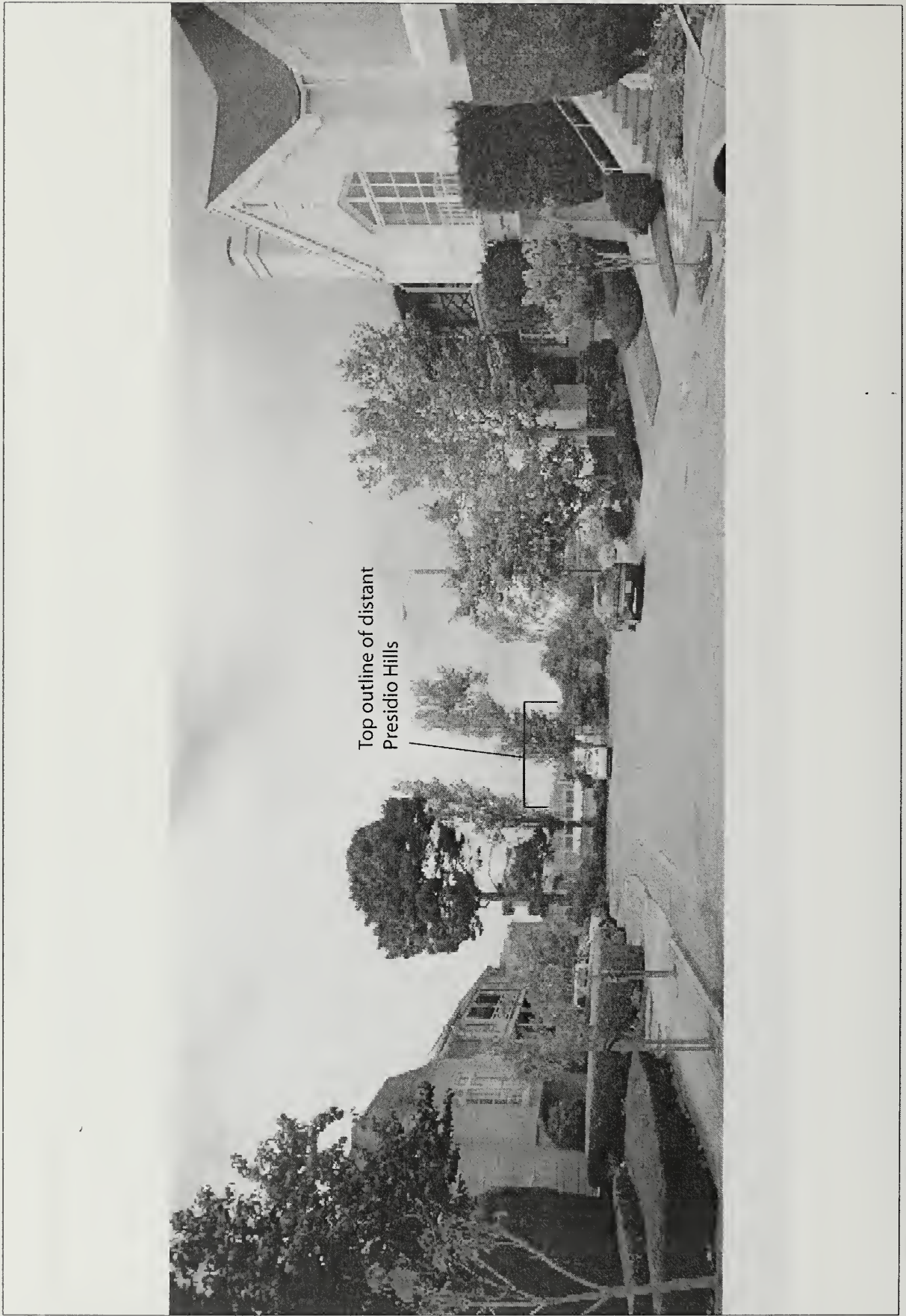
3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 16A: EXISTING VIEW SOUTH FROM PALM AVENUE



SOURCE Square One Productions, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT

FIGURE 16B: VIEW WITH PROJECT SOUTH FROM PALM AVENUE

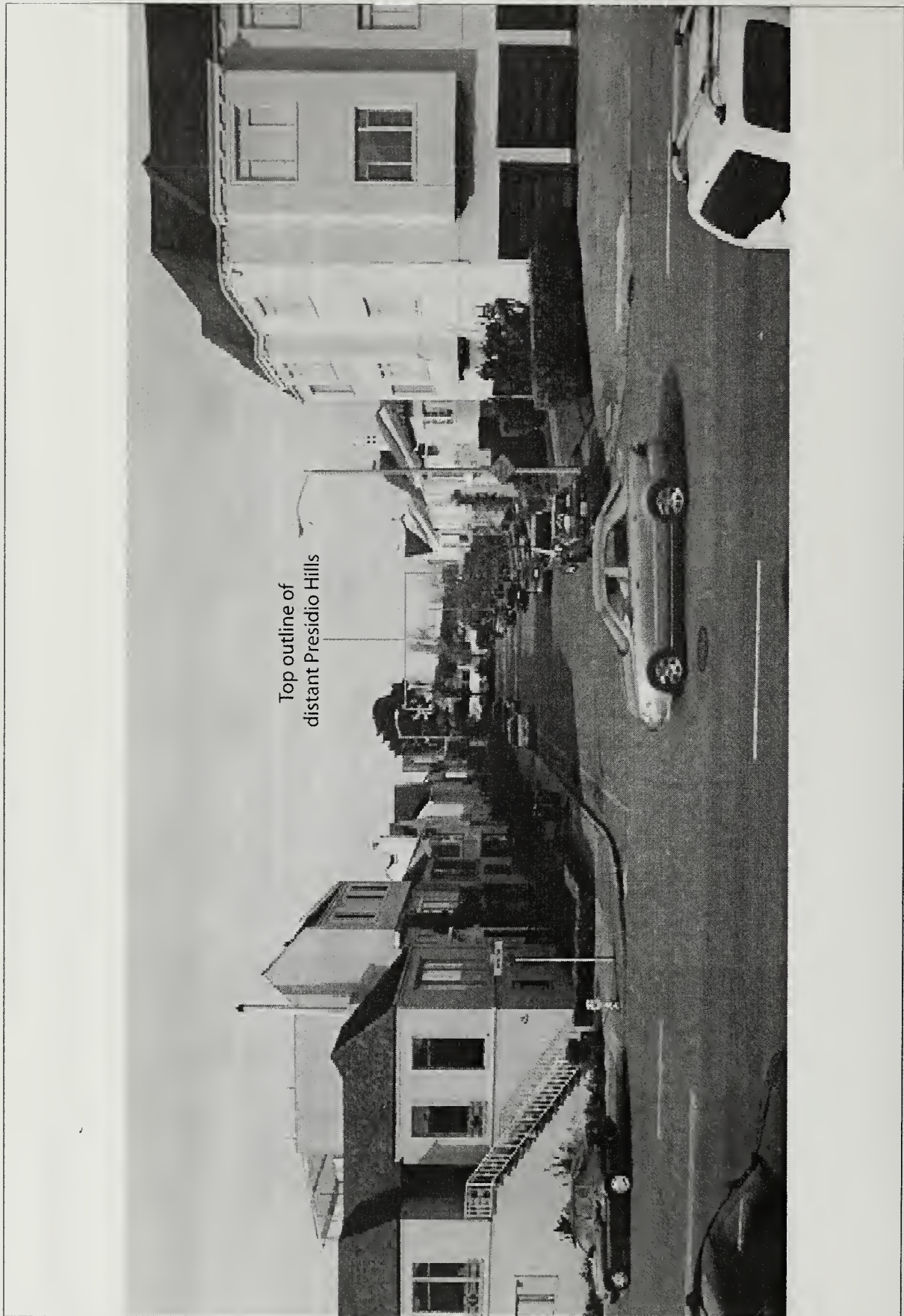




SOURCE Square One Productions, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT

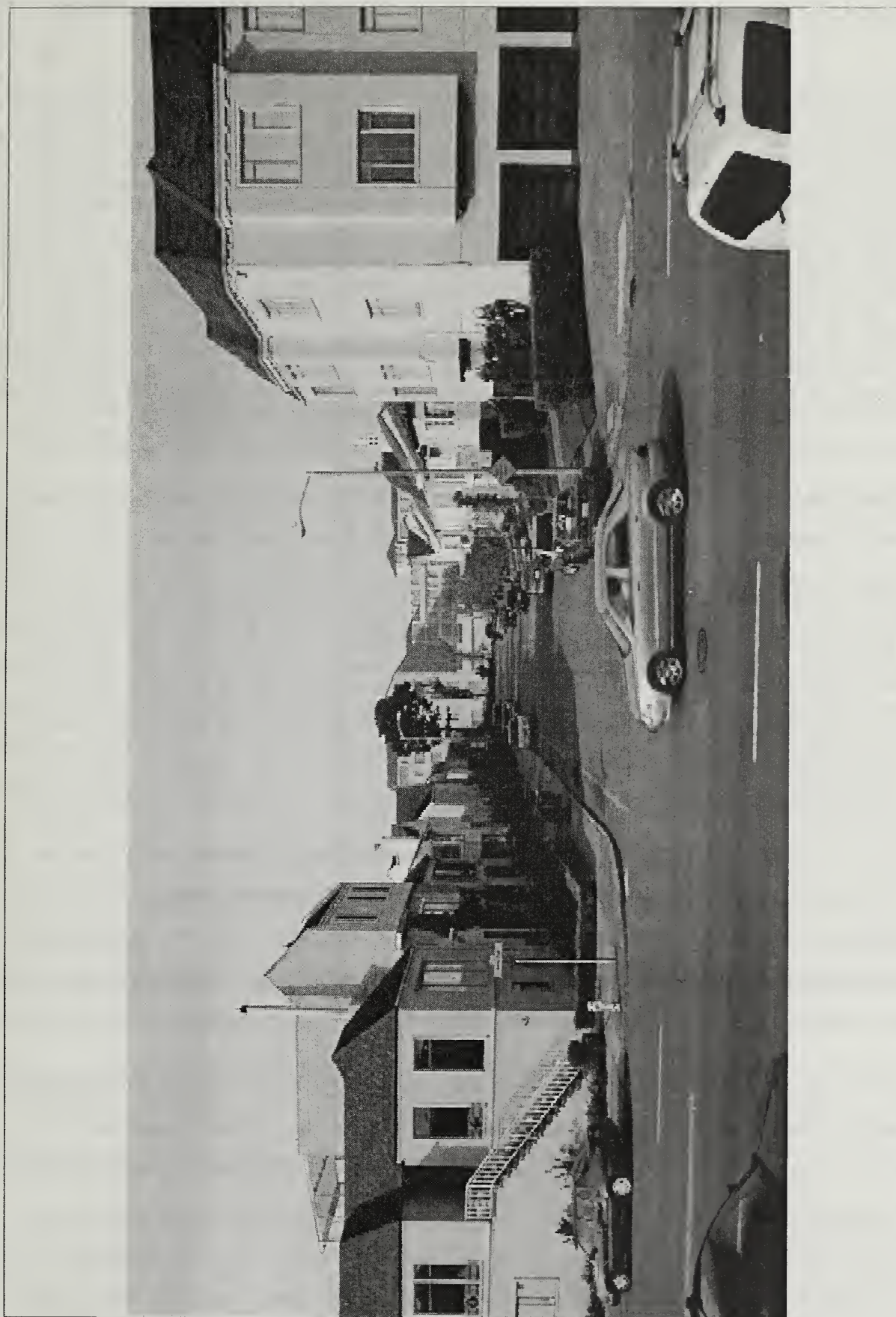
FIGURE 17B: VIEW WITH PROJECT NORTH FROM ALMADEN COURT



Top outline of
distant Presidio Hills

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 18A: EXISTING VIEW NORTH FROM ROSSI PLAYGROUND AT ANZA STREET

SOURCE: Square One Productions, 2004



SOURCE Square One Productions, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 18B: VIEW WITH PROJECT NORTH FROM ROSSI PLAYGROUND AT ANZA STREET

building, which is seen as the tallest building on the project block. Also visible is the Chevron station at the southeast corner of Geary and Arguello Boulevards, the bank building and parking lot at the northeast corner of Geary and Arguello Boulevards, and commercial structures on the project block east of and adjacent to the project site. Partial views of the Arguello Pet Hospital, southwest of and adjacent to the project site and fronting on Arguello Boulevard, are also available. Other views from Geary Boulevard include Roosevelt Middle School and existing office buildings in the foreground, and scenic views of the distant hills of the Presidio beyond these structures, looking north across Geary Boulevard from the areas on or near the project site. Both of the open space areas, Rossi Playground to the south of the project site and the Roosevelt Middle School playground to the north of the project site, are obscured by intervening structures and are not directly visible from Geary Boulevard.

Figure 16A (p. III.B-7) shows an existing view of the project site south from Palm Avenue about mid-block between Geary Boulevard and Euclid Street. In this view, the existing Coronet Theater is seen at the project site on the south side of Geary Boulevard as a mid-rise structure, and is framed by street trees on both sides of Palm Avenue. The rear façade of the existing IOA adult day health care center building is also visible on the northwest corner of Geary Boulevard and Palm Avenue. On the periphery of this view, Roosevelt Middle School is visible on the west side of Palm Avenue, and three-story residential structures are visible on the east side of the street. The open space areas of the Rossi Playground to the south of the project site are obscured by intervening structures and are not directly visible from Palm Avenue. The scenic views of the hills of the Presidio are not visible from this viewpoint; however, the hills are visible at the street level looking north from Palm Avenue.

Figure 17A (p. III.B-9) shows an existing view of the project site looking north from mid-block on Almaden Court north of Anza Street. In this view, the Coronet Theater is to the northeast, partially screened by street trees on the northeast end of the Almaden Court cul-de-sac. Also visible, immediately west of the Coronet Theater, is the automobile service bay at the Chevron station, adjacent to the project site. Beyond the service bay, in the background, is the Roosevelt Middle School building, including one of the tower structures that fronts

Arguello Boulevard. Beyond the school to the north, are intermittent views of the hills in the Presidio. No other structures on Geary Boulevard are visible from this view. Also visible are the residential buildings on Almaden Court, all of which are two stories and exhibit a wide variety of architectural styles. Many of the existing visible street trees within private front yards of the residences along Almaden Court are of different sizes; however, several mature trees lie at the north end of the cul-de-sac and, as noted, partially obscure views of development on and north of Geary Boulevard. The Roosevelt Middle School playground to the north of the project site is not directly visible from Almaden Court because the view is obscured by intervening structures.

Figure 18A (p. III.B-11) shows an existing view of the project site north from the north side of Rossi Playground near the south side of Anza Street. This view is approximately 300 feet south of the view shown in Figure 17A. In this view, the Coronet Theater is to the northeast and is partially screened by existing residences on the east side of Almaden Court. Additionally, the Chevron station and the project site parking lot cannot be seen. The background contains the Roosevelt Middle School building, including one of the tower structures that fronts Arguello Boulevard. Intermittent views of hills in the Presidio to the north are seen beyond the school. No other structures on Geary Boulevard are visible from this view.

Also visible in Figure 18A are residential buildings on Almaden Court and Anza Street which range from two to three stories in height, and exhibit a wide variety of architectural styles. However, several mature trees lie at the north end of the cul-de-sac and, as noted, partially obstruct views of development on and north of Geary Boulevard.

IMPACTS

SIGNIFICANCE CRITERIA

A project would result in significant adverse visual quality impacts if it would substantially degrade or obstruct scenic views from public areas (public views are scenic views from existing parks, plazas, major roadways or other public areas); substantially degrade the

existing visual character or quality of the site and its surroundings and have a substantial, demonstrable negative aesthetic effect; or create a new source of substantial light or glare that would adversely affect day or nighttime views or use of the area.

PROJECT EFFECTS

Figures 15B (p. III.B-6), 16B (p. III.B-8), 17B (p. III.B-10), and 18B (p. III.B-12) show representative views of the project building's mass, height, and shape. The design of the project would be developed further, consistent with the design concepts discussed in Chapter II, Project Description. However, for the purpose of this analysis, the views include a conceptual façade design to illustrate visual effects of the project.

The project would replace the existing 50-foot tall Coronet Theater building and surface parking lot. The project would be six stories tall and approximately 72 feet in height at Geary Boulevard. Height is measured to the midpoint of the highest sloping roof. Because the existing grade at Almaden Court is approximately 12.5 feet higher than at Geary Boulevard, the highest point of the building at Geary Boulevard would be 59.5 feet above the Almaden Court curb level.

The project would be a U-shaped building, with the wings extending south from the Geary Boulevard frontage to form a courtyard in the south-central portion of the project site. The Geary Boulevard façade would be a finished concrete-frame building in a Mediterranean style incorporating stucco and tile façade materials and sloping tile roofs, with a central cupola that would extend approximately 8 feet beyond the roofline of the building, and recessed windows to provide shade and depth, arranged in a repetitive grid-intended pattern (see Figure 8, p. II-14). Canopies and arched recesses would also be provided along the street level. Two gated driveways would provide access from Geary Boulevard into the project's porte cochere and garage.

As with the northern façade, the southern façade would be stucco and tile with individual, recessed windows arranged in a repetitive grid pattern. Unlike the Geary Boulevard façade, the southern façade would incorporate multiple setbacks, with the taller elements further from

Almaden Court. The east and west wings would cradle a podium-level courtyard on a one-story base.

The project would have 25-foot rear yard at the southern boundary of the project site, and would be to the property line along the Geary Boulevard frontage. Courtyards on the ground floor would serve IOA's health services participants; the terraces on the second floor would provide an outdoor terrace for IOA residents, and a terrace on the third level would serve BRIDGE residents.

Views

As shown in Figure 15B (p. III.B-6), the view looking east from Geary Boulevard at Arguello Boulevard would include the proposed project as a new six-story element along the south side of Geary Boulevard. The existing service station at Geary Boulevard and Arguello Boulevard would continue to remain as a foreground element in this view. The proposed project would change the visual character of the urbanized Geary Boulevard frontage. The proposed building would be greater in height and bulk than existing nearby development on Geary Boulevard in the project vicinity, and the project would replace views of the existing Coronet Theater, and the adjacent parking lot. From sidewalks along Geary Boulevard, the proposed project building would not obstruct scenic views of the hills of the Presidio or open space in the project vicinity. Views of the hills of the Presidio, as seen looking north from the existing parking lot would no longer be visible, since the project building would replace the parking lot. From sidewalks on Geary Boulevard, there would continue to be intermittent views to the north of the hills of the Presidio.

As shown on Figure 16B (p. III.B-8), the view south from Palm Avenue would include the proposed project. The new building would occupy more of the view of the south side of Geary Boulevard from this location than the existing Coronet Theater building. The project would not obstruct any existing long-range views, as the Coronet Theater building is the primary feature seen from Palm Avenue. The project would introduce a six-story streetwall along the south side of the Geary Boulevard corridor and would be seen as greater in height

than existing development on the site. There are no major views to the south of open space areas from Palm Avenue, and as such, the project would not obstruct scenic views from Palm Avenue.

Figure 17B (p. III.B-10) is a view north from mid-block on Almaden Court that would include the proposed project. The view shows that the proposed building would be a major new feature in views from this residential street, and would obscure the existing views of Roosevelt Middle School across the parking lot on the site and Geary Boulevard, and of the hills of the Presidio that are currently visible in the background view from Almaden Court. There would continue to be views of open sky to the north above the new building. The six-story proposed project would be greater in height and bulk than the residential structures on Almaden Court and would change the existing visual character of the vicinity from this viewpoint at Almaden Court. The loss of views of buildings north of Geary Boulevard, and of the hills of the Presidio, could be considered an undesirable change for residents or visitors on Almaden Court. These changes in views of buildings and the Presidio hills now seen at the end of this street would not be considered a significant effect on a major scenic view from a public area because the area surrounding the project site is already urbanized, the changes on Almaden Court would affect a relatively limited area, and some obstruction of views commonly occurs in urban environments. The proposed project would include a landscaping plan that may plant trees along the southern boundary of the project site; however, the trees would require substantial maturation (depending on the species, 10 to 15 years) before they would provide effective screening of the proposed project.

As shown in Figure 18B (p. III.B-12), the view north from Rossi Playground at Anza Street would include the proposed project. This view shows that the proposed building would be a major new feature in views from Rossi Playground, and would obscure the existing views across Geary Boulevard from Rossi Playground of Roosevelt Middle School and the hills of the Presidio. The proposed project would block the existing views of the Roosevelt Middle School and surrounding intermittent view of the hills of the Presidio that are currently available to non-residents and pedestrians from this location in Rossi Playground. Other areas

of Rossi Playground would continue to have relatively open views of the urban landscape and of the hills of the Presidio, depending on the location of the viewer. Therefore, the change in views from this location could be considered a minor effect. In the context of overall views from Rossi Playground, this change in views near Almaden Court would not be considered a significant adverse effect.

Conclusions

The proposed project would replace the existing Coronet Theater and parking lot and introduce new visual elements to the site that would be consistent with the urbanized character of the existing development in the vicinity along the adjacent Geary and Arguello Boulevard corridors. This change would not substantially degrade the existing visual character or quality of the site and its surroundings and have a substantial demonstrable negative aesthetic effect. The proposed building would generally meet the existing height and most bulk controls established for the site. It would be larger in height than existing nearby development on Geary Boulevard; however, the project would not substantially change views of scenic areas, such as the hills of the Presidio, seen from public locations on Geary Boulevard. The project would block some views of the hills of the Presidio from Almaden Court. This would be a noticeable change in views from Almaden Court, including some views from private yards associated with residences on that street, and as noted above, could be an undesirable change for residents or visitors on Almaden Court, but would not be considered a significant effect in the context of a developed urban area. From Rossi Playground, the project would change some distant views of the hills of the Presidio. This would be a noticeable change from locations in that public open space, but would represent a small change in views of other areas of San Francisco, the hills to the north, and sky exposure from Rossi Playground as a whole. Given the existing urbanized setting around Rossi Playground, this limited change would not be a substantial adverse effect to a scenic view. Such changes within the park would be expected as part of infill or redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality.

LIGHT AND GLARE

As described above under “Environmental Setting” (p. III.B-1), the project site and vicinity are generally well-lit during evening hours, consistent with the level of activity expected for a commercial corridor. Generally, light from adjacent land uses on the Geary corridor and the office uses (i.e., Indian Consulate) on Arguello Boulevard would create some glare effects on nearby residences. Additionally, the now-closed Coronet Theater and parking lot are currently lighted during the evening hours. With implementation of the proposed project, night lighting along the Geary Boulevard frontage, the rear terraces and the porte-cochere would continue to occur at the project site as the building would be lighted for safety purposes. This level of night lighting would be less than the current parking lot lighting. Further, extensive night lighting of the Indian Consulate building, which currently occurs, illuminates the area including the project site and adjacent residences on Almaden Court. Currently, there is no building that serves to diffuse glare from the lighting of the Indian Consulate building. With implementation of the proposed project, light from the Indian Consulate building would reflect off the project’s Almaden Court wall. However, as shown in Figure 8 (p. II-14) the project wall along the Almaden Court frontage would not be a blank surface, but would be an articulated surface that would serve to diffuse, deflect, and/or minimize some of the existing glare that is a result of the lighting of the Indian Consulate building. The project would serve to reduce existing glare from the Indian Consulate building and it would not create a new source of substantial light or glare that would adversely affect nighttime views or use of the project site and vicinity.

C. POPULATION, EMPLOYMENT, AND HOUSING

ENVIRONMENTAL SETTING

This section describes current employment, population and housing characteristics in the project area, which were primarily based on the 2000 United States Census. The project area lies within Census Tract 156.¹ This census tract is bounded by Geary Boulevard, Arguello Boulevard, Fulton Street, Stanyan Street, Turk Avenue, and Parker Avenue. Census data for this tract is used to describe general characteristics of the population that currently resides in the project vicinity. Estimates of existing employment, population, and housing units for the project are based on the 2000 Census data for the blocks of Census Tract 156. Estimates of existing employment, population, and housing units for the City are based on the 2003 Association of Bay Area Governments (ABAG) Projections. Estimates for future population generated by the portion of the housing that would be operated by BRIDGE are based on the 2000 Census data population factors. Estimates for future population generated by the IOA housing units are based on information provided by the project sponsor. Existing and future employment at the project site is estimated using data provided by the project sponsor.

EMPLOYMENT

Data regarding existing employment in the census tract were obtained from the 2000 Census. The census tract was found to contain approximately 1,806 employees. Data regarding existing employment at the project site were obtained from the Coronet Theater, the only existing use at the project site. Data indicate that, in 2003, there were approximately four full-time-equivalent employees at the project site, all of which were employed at the Coronet Theater until March 2005.² No employees currently operate the existing parking lot.³

¹ Census Tract 156 has the same boundaries as the 1990 Census Tract 176.98.

² Kristen Wang, Assistant Project Manager, BRIDGE Housing Corporation, electronic communication to EIP Associates, September 12, 2003. There are approximately six employees: two full-time and four part-time. The full-time-equivalent (FTE) employment is, therefore, 4 FTE employees.

³ Kenneth Donnelly, Executive Vice President, Institute on Aging, electronic communication to EIP Associates, April 20, 2005.

HOUSING AND POPULATION

No housing units currently occupy the project site. However, total housing units within the census tract is estimated at 1,300. Total population in the census tract is estimated at about 2,821, of which 57 are in non-institutionalized group quarters, such as residential hotels. The average household size is 2.13 persons according to 2000 Census data. This represents less than 0.4 percent of San Francisco's total population. About 13 percent of the population within census tract 156 is between the ages of less than five to 21 years while the majority of the population, about 72 percent, is between the ages of 22 to 59 years. The remaining 15 percent of the population within the census tract is between the ages of 60 and 85 years or older.

Table 2 summarizes the existing population, housing and employment characteristics of the project area.

TABLE 2 EXISTING CONDITIONS SUMMARY: CENSUS TRACT 156			
	Tract 156 ^(a)	San Francisco ^(b)	% of City
Jobs ¹	1,806	635,480	0.3%
Housing Units	1,300	336,650	0.4%
Population	2,821	798,600	0.4%
Persons per Household ²	2.13	2.31	--

Sources: (a) 2000 Census of Population; (b) ABAG 2003 Projections (year 2005 data provided).

Notes:

1. Four full-time-equivalent employees were employed at the Coronet Theater until March 2005.
2. The persons per household estimate is higher than typical for senior housing. However, the estimate accounts for the expected persons per household in the higher bedroom count units of the project (i.e., 2 or 3 bedroom units).

IMPACTS

SIGNIFICANCE CRITERIA

A project would normally have a significant effect on the environment if it would "induce substantial growth or concentration of population," "displace a large number of people

(residents or workers),” create substantial demand for additional housing, or reduce the housing supply.

In addition, *CEQA Guidelines* state that an economic or social change by itself would not be considered a significant effect on the environment. Thus, only those demographic impacts (including those related to a change in the number of employees and residents) that were to cause a substantial adverse physical change to the environment would be considered significant.

EMPLOYMENT

Employment associated with the proposed project was calculated based on expected employment that would result with consolidation of the existing IOA facilities under the project. With the project, total potential employment at the project site would increase from about four jobs to about 103 jobs.^{4,5} (The loss of four jobs would represent less than one percent of a reduction in citywide jobs.) Thus, the net new jobs in the area, resulting from the project, would be about 99 jobs after accounting for existing employment displacement. Although those jobs would be new to the project site, they would not be new in terms of the City employment, as they would be relocated from existing IOA facilities. However, with relocation of the existing IOA services to the project site, the former IOA spaces would be available for other employment uses. These facilities combined, could accommodate approximately 100 new employees, leading to an increase of approximately 100 jobs in the citywide context. The addition of these potential new jobs would constitute less than one percent of the citywide employment. Therefore, the proposed project would not cause substantial growth or concentration in employment that could cause a substantial adverse physical change to the environment.

⁴ It is estimated that IOA would have 100 full-time employees and BRIDGE would have 3 full-time employees.

⁵ Tom Earley, Project Manager, BRIDGE Housing Corporation, electronic communication to EIP, January 5, 2005. The IOA typically has one to three volunteers working at their program. The expected employment count under the project includes two volunteers. Also, approximately twenty-five IOA employees typically spend the majority of their time in the field.

HOUSING AND POPULATION

Consistent with a conservative analysis, none of the land uses proposed under the project were considered vacant.

With implementation of the proposed project, there would be an additional 150 housing units in the project vicinity, increasing the existing housing in Census Tract 156 by approximately 12 percent from the current 1,300 housing units (see Table 2). Relative to growth in San Francisco, as a whole, the 150 units represent less than one percent of the 45,160 units of housing growth forecasted by ABAG for the 20-year period.⁶ The potential increase in housing units represents growth of approximately 12 percent in the project area but in the city-wide context, this would not be a significant increase as the approximate 150 new housing units represents less than one percent increase in the overall housing stock in the City.

Population associated with the project was estimated using an average household size of 2.13 persons per housing unit based on the 2003 census tract data.⁷ The proposed project would increase total housing within the project area without displacing any existing housing, resulting in a population increase of 319 residents.⁸ With a projected population of 319, the residential population of the project vicinity would increase from about 2,821 people to approximately 3,140, or about 10 percent. As described in Table 2, the existing population is 0.4 percent of the city-wide population. The expected 10 percent increase in population with the project would not change the project vicinity's contribution to citywide population as total population in Census Tract 156 would remain at about 0.4 percent of the citywide population. While the proposed project would increase population at the site compared to existing conditions, the project effects would not be significant relative to the amount of residents and employees within the project vicinity, nor would it be significant with regard to expected increases in the population of San Francisco. Consequently, with implementation of the

⁶ Association of Bay Area Governments, *Projections 2003*.

⁷ As shown in Table 2, the 2000 Census Tract household size was estimated as 2.13, while the 2003 ABAG household size was estimated at 2.31. The 2000 Census Tract household size was used to calculate expected populations under the project because the Citywide estimate accounts for populations in more dense areas of the City, while the project site and vicinity are less densely populated than other parts of the City.

⁸ According to Census 2000, the average household size for census tract 156 was 2.13 persons per household. 150 units x 2.13 persons per household = 319 residents.

III. Environmental Setting and Impacts
C. Population, Employment, and Housing

proposed project, there would not be a substantial increase in population such that the project would create a substantial demand for additional housing, or reduce the housing supply. Conversely, the project increases the housing supply to accommodate a portion of the demand for new housing projected by ABAG.

Therefore, the proposed project would not cause substantial growth or concentration of population that would cause an adverse physical change to the environment, resulting in a significant impact, and the project would not displace existing housing units or residents.

D. TRANSPORTATION

This chapter summarizes the information presented in the *3575 Geary Boulevard Final Transportation Study*¹ conducted by Wilbur Smith Associates under the direction of the Planning Department.

ENVIRONMENTAL SETTING

LOCAL STREETS

Geary Boulevard is an east-west arterial, extending from Market Street in downtown San Francisco to 48th Avenue in the Richmond District. In the vicinity of the proposed project, Geary Boulevard is generally a six-lane roadway (three lanes each way), with metered and non-metered parking, and 13-foot wide sidewalks. The metered parking is one-hour limits Monday through Saturday. Most signalized intersections on Geary Boulevard in the project vicinity, including Geary/Arguello and Geary/Stanyan, prohibit left-turns from Geary Boulevard. In general, left turns are allowed at unsignalized intersections along Geary Boulevard (for example, at Geary/Palm, directly in front of the proposed project site). The San Francisco General Plan identifies Geary Boulevard as a Major Arterial in the Congestion Management (CMP) Network, part of the Metropolitan Transportation System (MTS) Street, Highways and Freight Network, a Transit Preferential Street (Primary Transit Street-Transit Important), and a Neighborhood Commercial Street.

Arguello Boulevard is a north-south street extending from Fulton Street at Golden Gate Park to the Presidio. In the vicinity of the project site, Arguello Boulevard has one lane each way with exclusive left-turn lanes, metered and two-hour limited (except for residential permit holders) parking, 22-foot wide sidewalks, and bike lanes on both sides of the street. The San Francisco General Plan identifies Arguello Boulevard as a Neighborhood Pedestrian, Neighborhood Network Connection Street and part of the Citywide Bicycle Route #65.

¹ Wilbur Smith Associates, *3575 Geary Boulevard Final Transportation Study, August 4, 2004*. This report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, Project File No. 2003.0410E.

Clement Street is an east-west street extending from Arguello Boulevard to 45th Avenue in the Richmond District. In the vicinity of the project site, Clement Street has one lane each way with metered diagonal parking on the south side of the street and metered parallel parking on the north side. In the San Francisco General Plan, Clement Street is designated as a Neighborhood Commercial Street.

Anza Street is an east-west street extending from Masonic Avenue to 48th Avenue in the Richmond District. In the vicinity of the project site, Anza Street has two lanes each way east of Arguello Boulevard. West of Arguello Boulevard, Anza Street narrows to one lane each way with two-hour limited (except for residents) non-metered parking on both sides.

Stanyan Boulevard is a north-south street extending from Belgrave Avenue near Mt. Sutro to Geary Boulevard near the project site. In the vicinity of the project site, Stanyan Boulevard has two lanes each way with two-hour limited (except for residents) non-metered parallel parking and 12-foot wide sidewalks on both sides of the street. The San Francisco General Plan identifies Stanyan Boulevard as a Secondary Arterial in the "Other Streets" category of the Vehicle Circulation Plan.

Palm Avenue is a north-south street extending from California Street to Geary Boulevard in the Richmond District. In the vicinity of the project site, Palm Avenue has one lane each way. On the west side of the street, two-hour limited parking is provided and on the east side two-hour non-metered parking is provided. Residential permit parking is also provided on this street.

Euclid Avenue is an east-west street extending from Arguello Boulevard to Masonic Avenue in the Richmond District. In the vicinity of the proposed project, Euclid Avenue has one lane each way with two-hour limited (except for residents) non-metered parking on both sides of the street,

Jordan Avenue is a north-south street extending from California Street to Geary Boulevard in the Richmond District. In the vicinity of the project site, Jordan Avenue has one lane each way, with metered two-hour limited and non-metered parking on both sides of the street. Residential permit parking is also provided on this street.

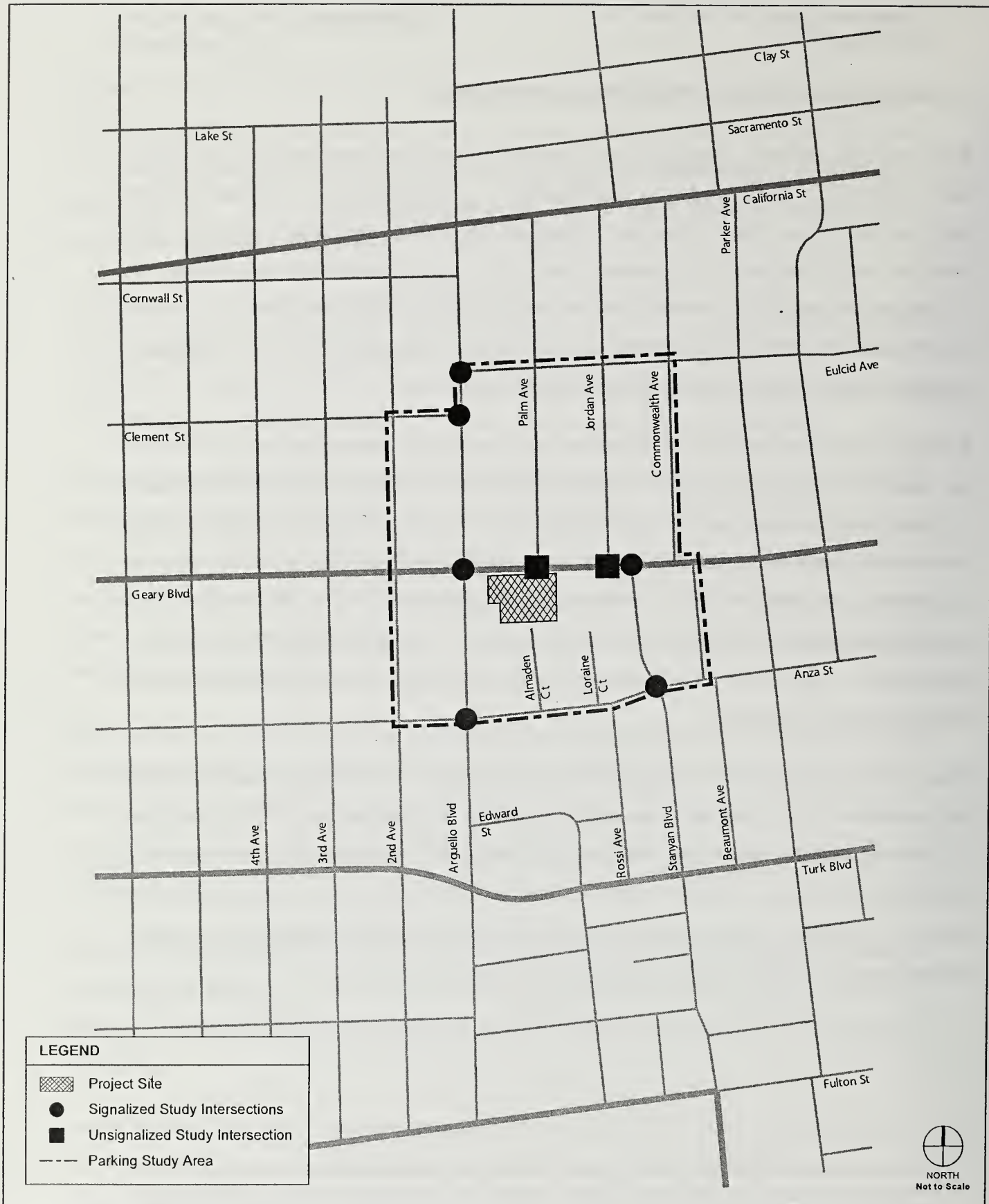
INTERSECTION LEVEL OF SERVICE CONDITIONS

Existing traffic operating conditions were assessed for the eight intersections: Geary/Palm, Geary/Arguello, Geary/Jordan, Anza/Stanyan, Anza/Arguello, Clement/Arguello, Arguello/Euclid, and Geary/Stanyan. Existing intersection operating conditions were evaluated for the peak hour of the weekday PM peak commute period (4:00 to 6:00 PM). All of the study intersections are controlled by traffic signals except Geary/Palm Avenue and Geary/Jordan Avenue, which are each controlled by a one-way stop on the southbound approach. Figure 19 shows the transportation study area.

Traffic operating characteristics of signalized and unsignalized intersections are described by the concept of level of service (LOS). LOS is a qualitative description of an intersection based on the average delay per vehicle. Intersection level of service ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS A through LOS D are considered excellent to satisfactory service levels, while LOS E and LOS F conditions are unacceptable. Appendix C of the *Transportation Study* presents LOS definitions for signalized and unsignalized intersections.

Table 3 present the results of the intersection LOS analysis for existing weekday PM peak hour conditions for the eight study intersections; all study intersections currently operate under acceptable conditions during the weekday PM peak hour. Although the worst approach (southbound) at Geary and Palm Avenue operates at LOS F during the weekday PM peak hour, the intersection would be considered to operate under acceptable conditions since it does not meet standard (Caltrans) traffic signal warrants.²

² The Caltrans Traffic Manual establishes "warrants" for each type of traffic control device. In this case, the warrants measure amount of travel delay. The purpose of these warrants is to ensure consistency in the implementation of traffic control devices to conform to motorist's expectations. The warrants vary depending on what device is being considered. Other common measures are number of vehicles, number of pedestrians, and the accident rate.



SOURCE: Wilbur Smith Associates, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 19: TRANSPORTATION STUDY AREA

TABLE 3
INTERSECTION LEVEL OF SERVICE
EXISTING CONDITIONS -WEEKDAY PM PEAK HOUR

Intersection	Traffic Control	Delay ¹	LOS
Geary/Arguello	Signal	22.3	C
Geary/Palm	One-way STOP Sign ²	> 50 ³	F
Geary/Jordan	One-way STOP Sign ²	19.1 ³	C
Euclid/Arguello	Signal	15.4	B
Clement/Arguello	Signal	16.4	B
Anza/Stanyan	Signal	19.2	B
Anza/Arguello	Signal	16.0	B
Geary/Stanyan	Signal	12.5	B

Source: Wilbur Smith Associates, August 2004.

Notes:

1. Intersection delay presented in seconds per vehicle.
2. Presents the worst approach LOS (southbound) and delay for One-way STOP controlled intersection.
3. Worst approach is southbound.

Southbound left-turning vehicles approaching this unsignalized intersection typically have delays merging onto Geary Boulevard. Southbound right-turning vehicles are typically not delayed. Southbound vehicles experience larger gaps in traffic flow on Geary Boulevard than those assumed by standard traffic criteria, as the adjacent signalized intersections of Geary and Arguello and Geary and Stanyan provide breaks in the eastbound/westbound traffic flow on Geary Boulevard.

TRANSIT CONDITIONS

Golden Gate Transit

Golden Gate Transit (GGT) Route 10 stops at the intersection of Geary and Arguello, one block west of the project site, and operates between downtown San Francisco and Strawberry Village in Marin County. From July 1, 2004 through March 31, 2005, total average daily patronage on Route 10 was 753 during the weekday, with San Francisco patronage at 484.

Total Route 10 patronage on Saturdays was 561, with San Francisco patronage at 351. Total Route 10 patronage on Sundays was 464, with San Francisco Patronage at 278.³

San Francisco Municipal Railway (MUNI)

MUNI provides local transit service within the City and County of San Francisco, which can also be used to access regional transit operators. Ten daily MUNI transit routes serve the project vicinity including the 1-California, 1BX-California "B" Express, 2-Clement, 31-Balboa, 31AX-Balboa, 31BX-Balboa, 33-Stanyan, 38-Geary, 38BX-Geary, and 38L-Geary. Three of these lines (1-California, 31-Balboa, and the 38-Geary) run supplementary service during peak periods. In addition, some routes have Express Service and do not stop in the Express Service areas, as described below. The project vicinity is well served by local transit. Of the MUNI routes serving the project vicinity, five have stops within one block of the project site. Bus routes 38-Geary, 38BX-Geary, 38L-Geary and 33-Stanyan all stop at Arguello and Geary and the 2-Clement stops at Arguello and Clement.

Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. The capacity per vehicle includes both seated and standing capacity, where standing capacity is somewhere between 30 to 80 percent of seated capacity depending upon the specific transit vehicle configuration. MUNI has established a service standard of 100 percent of the capacity utilization at the Maximum Load Point (MLP, typically near the downtown area) of each bus line. Table 4 presents the ridership and capacity utilization for the nearby MUNI lines at the nearest bus stop to the proposed project and at the MLP during the weekday PM peak hour.

At the bus stops nearest to the project site, all bus lines have available capacity to accommodate additional passengers. The North/South (33-Stanyan) line operates well within capacity during the weekday PM peak hour with 16 percent capacity utilization southbound and 7 percent capacity utilization northbound. The East/West Lines currently operate at less than 80 percent of capacity during the PM peak hour. Since the bus lines are operating below

³ Barbara Vincent, Associate Planner, Golden Gate Transit, electronic mail communication to EIP Associates, April 22, 2005.

the level of service standard near the project site, they have available capacity to accommodate additional passengers.

TABLE 4
TRANSIT SERVICE ANALYSIS
EXISTING CONDITIONS – WEEKDAY PM PEAK HOUR CONDITIONS

Corridor/ Direction of Travel	At Nearest Stop			At Maximum Load Point		
	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization ²
North/South Line ¹						
Southbound	45	284	16%	79	284	28%
Northbound	17	252	7%	136	252	54%
East/West Lines						
Eastbound	1,054	1,575	67%	1,355	1,575	86%
Westbound	1,714	2,191	78%	2,386	2,191	109%

Source: MUNI 2003 Ridership Data, Wilbur Smith Associates, August 2004.

Notes:

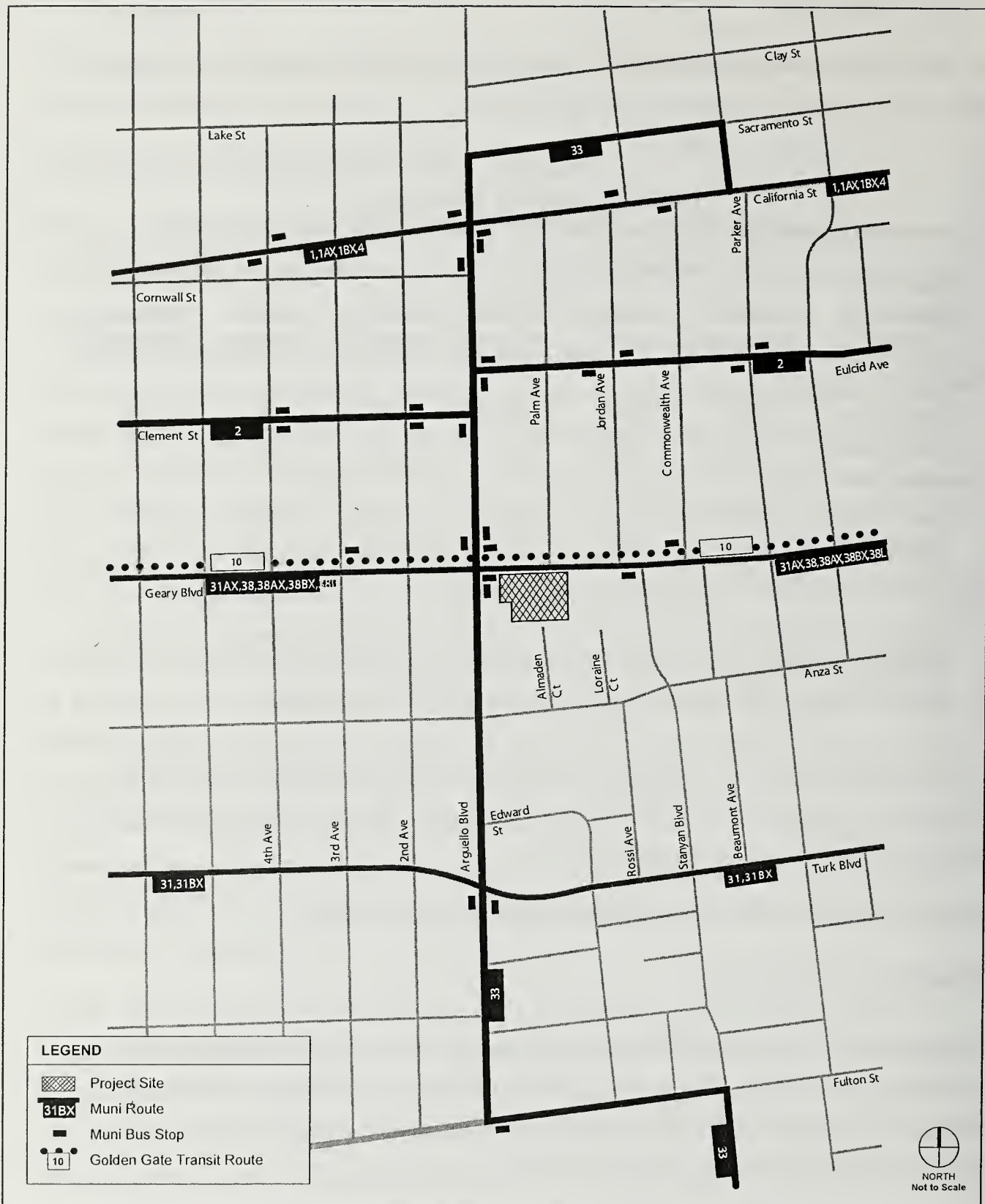
1. MUNI lines within one block of the project site were grouped into two analysis groups (along east-west streets and along north-south streets). The North/South line include 33-Stanyan; the east-west lines include 2-Clement, 38-Geary, 38BX-Geary, and 38L-Geary.
2. Capacity Utilization based on actual ridership/capacity data from MUNI 2003 Ridership Data.

At the maximum load point, all bus lines have available capacity during the PM peak hour except for the westbound lines which operate above capacity at 109 percent during the PM peak-hour at their MLP in the downtown area.

Figure 20 presents the existing transit network within the project vicinity.

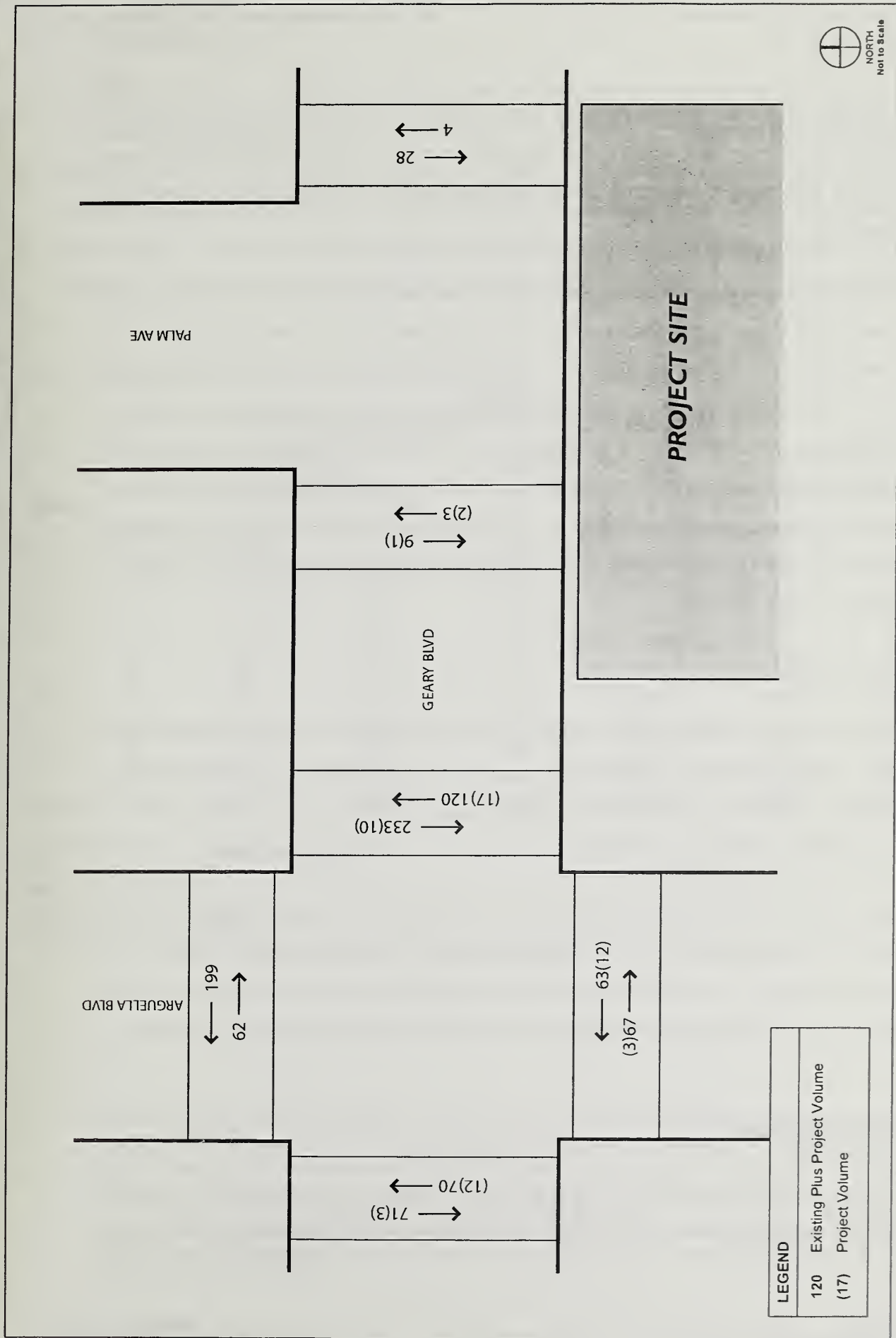
PEDESTRIAN CONDITIONS

Pedestrian volumes during the weekday PM peak hour are fewer than 100 pedestrians per hour in the project vicinity (see Figure 21). Nearby sidewalk and crosswalk conditions were observed to be operating at free-flow conditions with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.



SOURCE: Wilbur Smith Associates, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
 FIGURE 20: EXISTING TRANSIT NETWORK IN THE PROJECT VICINITY



SOURCE: Wilbur Smith Associates, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 21: EXISTING PLUS PROJECT PEDESTRIAN VOLUMES (WEEKDAY PM PEAK HOUR)

Near the project site, sidewalks range from approximately 12 to 22 feet wide. A 22-foot sidewalk exists on the east and west side of Arguello Boulevard. Stanyan Street has 12-foot sidewalks along both sides of the street; Geary Boulevard has 13-foot sidewalks in the vicinity of the project site.

Currently, pedestrians crossing Geary Boulevard must walk the 85 to 100-foot wide intersections within 21 to 25 seconds, resulting in walking speeds of four feet per second. To facilitate pedestrian crossing the east and west crosswalks along Geary Boulevard, pedestrian signal heads with count-down timers have been installed on Geary Boulevard at Arguello Boulevard and at Stanyan Boulevard. In addition, the 14-foot-wide landscaped media in the center of Geary Boulevard provides additional safe refuge areas to those pedestrians unable to cross the street during a single traffic cycle. All study crosswalks operate at acceptable conditions (LOS A and LOS B). Under these conditions, pedestrians are able to move freely, with only minor, if any, conflicts.

BICYCLE CONDITIONS

Bicycle conditions in the vicinity of the project site were qualitatively assessed during field observations. Bicycle activity is relatively light on the surrounding streets. In general, during both the weekday midday and PM peak periods, bicycle conditions were observed to be operating acceptably, with few conflicts between bicyclists, pedestrians and vehicles.

The Citywide Bicycle Routes within the vicinity of the proposed project include Routes 65 and 20. Route 65 is a dedicated bike lane on Arguello Boulevard connecting cyclists within one block west of the project site. Route 20 is also a dedicated bike lane on Turk Street, two blocks to the south of the proposed project that connects to Arguello Boulevard and Bike Route 65.

PARKING CONDITIONS

Existing on-street parking supply and occupancy were studied for the midday (1:00 to 3:00 PM), early evening (5:00 to 7:00 PM), and evening (7:00 to 8:30 PM) periods for

weekday conditions.⁴ Additional parking data for the proposed project was calculated based on assumptions and methodology described in the memorandum, "*Proposed Senior Living and Health Center at 3575 Geary Boulevard Revised Supplemental Transportation Technical Memorandum*," April 27, 2005.⁵ Table 5 presents a summary of the parking conditions that were studied. Figure 22 shows the parking study area. The only public off-street parking facilities within the parking study area, is the Coronet Theater parking lot, on the project site.

TABLE 5
ON-STREET PARKING SUPPLY AND OCCUPANCY

Block #	Supply	Midday (1:00-3:00 PM)		Early Evening (5:00-7:00 PM)		Evening (7:00-8:30 PM)	
		Occupancy	% Occupied	Occupancy	% Occupied	Occupancy	% Occupied
1	79	68	86%	79	100%	79	100%
2	87	73	84%	65	75%	78	90%
3	112	83	74%	88	79%	86	77%
4	125	102	82%	69	55%	70	56%
5	64	43	67%	60	94%	63	98%
6	59	49	83%	47	80%	40	68%
7	44	28	64%	35	80%	26	59%
8	42	27	64%	34	81%	33	79%
9	59	41	69%	49	83%	52	88%
Total	671	514	77%	526	78%	527	79%

Source: Wilbur Smith Associates, August 2004

Notes:

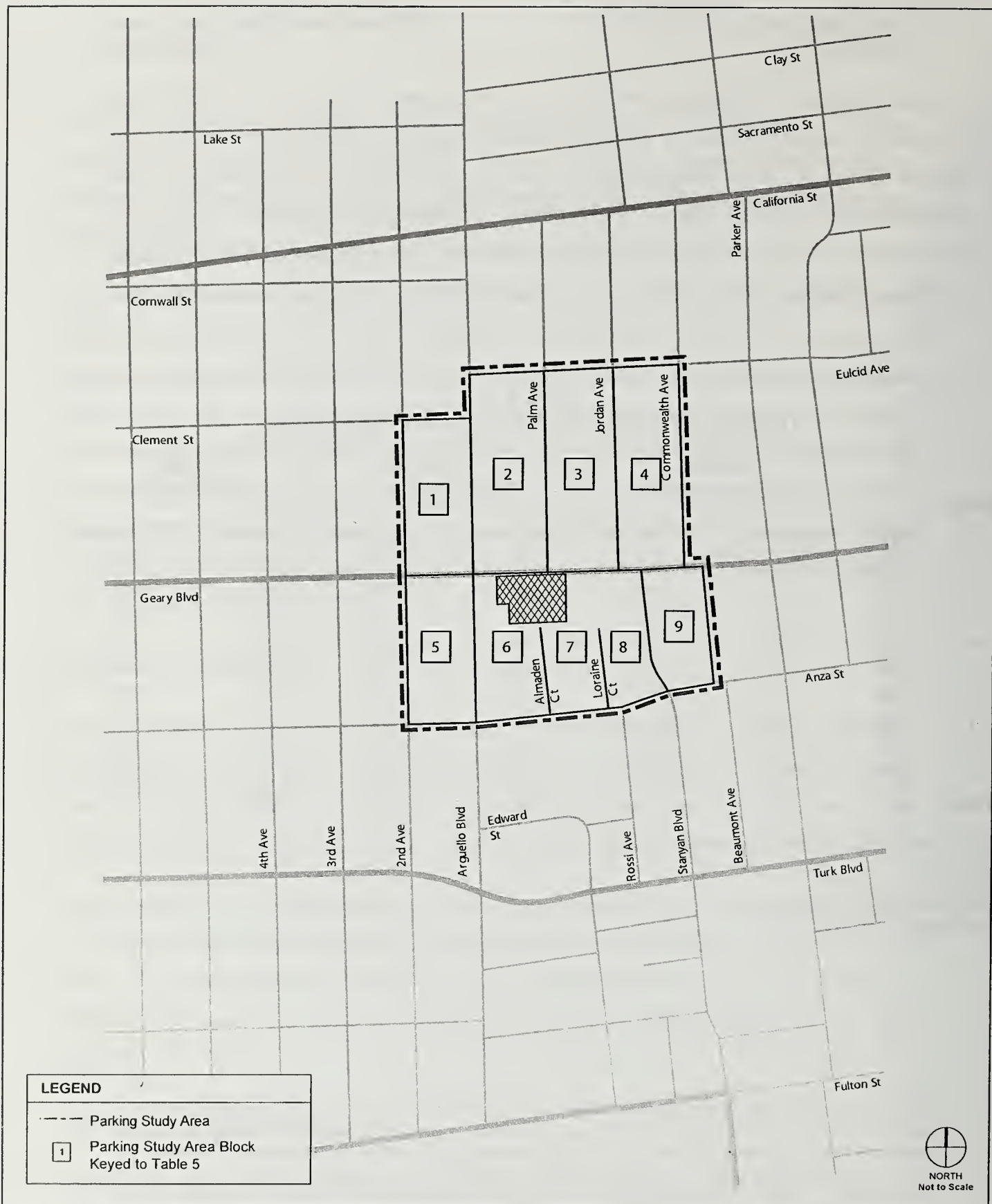
Midday = 1:00 to 3:00 PM

Early Evening = 5:00 to 7:00 PM

Late Evening = 7:00 to 8:30 PM

⁴ The early evening time period between 5 and 7 pm was chosen for the parking assessment because it represents the peak travel period for IOA employees and services. The additional evening time period between 7 and 8:30 pm was included in the parking assessment at the direction of the Planning Department to address comments received during the public scoping meeting held on December 15, 2004.

⁵ Wilbur Smith Associates, *Proposed Senior Living and Health Center 3575 Geary Boulevard Revised Supplemental Transportation Technical Memorandum*, April 27, 2005. This memorandum is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, 5th Floor, Project File No. 2003.0410E.



SOURCE: Wilbur Smith Associates, 2004.

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 22: PARKING STUDY AREA

There are approximately 670 on-street parking spaces within the study area, with a combined average occupancy of 77 percent during the weekday midday period, 78 percent during the weekday early evening period, and 79 percent during the weekday evening period. Along Geary Boulevard near the site, on-street parking is metered, with a combination of 30-minute limits, one-hour limits or freight loading spaces. The majority of parking on Euclid, Palm, Commonwealth, Almaden, Loraine, Stanyan and Beaumont have two-hour limit parking spaces (except for residential permit holders, discussed below). Parking on Jordan Street has a mix of one and two-hour limits; Anza Street has a mix of two-hour and unlimited parking; Clement Street is mostly one-hour metered; Second Avenue has one-hour and two hour parking; and Arguello Street has two-hour limits, unlimited, and school-zone restricted parking.

The majority of the parking study area falls within residential parking permit areas "F", "L", or "N". Only vehicles with residential permits may park in the Residential Permit Parking Areas for longer than the two-hour maximum limit Monday through Friday from 8:00 AM to 6:00 PM. Residential Permit Parking Area "F" includes the area between Euclid, Commonwealth, the north side of Geary Street between Parker and Arguello, and the east side of Arguello Street. Residential Permit Parking Area "L" includes the south side of Geary Street, both sides of Parker Street and Second Avenue. However, only the north side of Anza Street is completely within the permit zone; between Arguello and Rossi Avenue the south side is not within the residential permit parking area. Residential Permit Parking Area "N" includes non-metered spaces west of Arguello Boulevard and north of Geary Boulevard.

IMPACTS

SIGNIFICANCE CRITERIA

The following are the significance criteria used by the Planning Department for the determination of impacts associated with a proposed project:

- The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The operational impacts on

unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

- San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impact, such as increased traffic impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is not available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the Project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potentially secondary effects.

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the MUNI and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hour.
- The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.
- The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- Loading impacts were assessed by comparing the proposed loading space supply to the Planning Code requirements and the estimated loading demand during the peak hour of loading activities.
- Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

TRIP GENERATION

Trip generation for the proposed project was calculated based on assumptions and methodology described in the memorandum, "*Proposed Senior Living and Health Center at 3575 Geary Boulevard Transportation Analysis Trip Generation Assumptions*" dated December 4, 2003.⁶ The memorandum provides trip generation rates, modal information, and trip distribution rates based on the 2000 US Census and the *SF Guidelines*. The proposed project includes a number of specialized land uses which are not currently in operation at the existing facilities. For these uses, trip generation information was gathered from the San Francisco *Transportation Impact Analysis Guidelines for Environmental Review* (San Francisco Guidelines) and *Trip Generation*, published by the Institute of Transportation Engineers (ITE). Table 6 presents the weekday daily and PM peak hour person-trip generation for each portion of the proposed project.

⁶ The memorandum is appended (Appendix F) to the transportation study prepared by Wilbur Smith Associates, which is dated August 4, 2004 and is available for public review at the San Francisco Planning Department.

TABLE 6
3575 GEARY BOULEVARD PERSON - TRIP GENERATION¹

Land Use	Land Use or other Feature	Daily Person Trip Rate ²	PM Peak Hour Person Trip Rate ³	Daily Person- Trips	PM Peak Hour Person- Trips
Adult Health Day Care	25 employees 120 day-care clients	2 trips/employee 2 trips/clients	1 trip/employee 0 trips/clients ⁴	290	25
Case Management Program	25 employees 2 visitors	4 trips/employee ⁵ 2 trips/visitor	1 trip/employee 1 trip/visitor	104	27
Administration & Research	50 employees 5 visitors	2 trips/employee 2 trips/visitor	1 trip/employee 1 trip/visitor	110	55
BRIDGE Senior Housing and IOA Supportive Housing	150 units	5 trips/unit	0.3 trips/unit	750	46
Total Person Trips				1,254	153

Source: Wilbur Smith Associates, December 2003; Transportation Impact Analysis Guidelines for Environmental Review, October 2002; Institute of Transportation Engineers, *Trip Generation, Sixth Edition, 1997*.

Notes:

1. The proposed project includes a number of specialized land uses. Details of trip generation assumptions provided in Memorandum entitled "Proposed Senior Living and Health Center at 3575 Geary Boulevard Transportation Analysis Trip Generation Assumptions" (See Appendix F).
2. Daily person-trip generation rates for the proposed land uses were based on information provided by the Institute on Aging, August 2003.
3. The PM peak hour person-trips were derived from the daily person-trips. Source: Wilbur Smith Associates, August 2004.
4. As noted in the Project Description, Adult Health Day Care clients leave the facility by 3:00 PM. Therefore, it was assumed that none of these clients would leave during the later PM Peak Hour.
5. Case Managers visit clients in the client's home and are estimated to arrive and depart the proposed project twice a day each.

MODE SPLIT

The project-generated person-trips were assigned to different travel modes to determine the number of auto-person, transit, and other trips to and from the site. The "Other" category includes walk, bicycle, motorcycle, taxi, shuttle, van services and additional modes. Mode percentages applied for Adult Health Day Care, Case Management Program, and Administration and Research services were based on information provided by IOA. Mode

split information for Senior Housing were based on the *SF Guidelines* for Superdistrict 2 as well as 2000 US Census information. Auto person-trips refer to person-trips either as a driver or passenger in a private vehicle. To determine the number of vehicle-trips generated by the number of auto person-trips, the average vehicle occupancy (AVO) was used, also from the *SF Guidelines*. Table 7 summarizes the weekday PM peak hour trip generation by mode for the project site.

TABLE 7
PM PEAK-HOUR PERSON TRIPS BY MODE

Land Use	Person-Trips			Total	Vehicle Trips
	Auto	Transit	Walk/ Other ¹		
Adult Health Day Care	4	21	0	25	3
Case Management Program	12	15	0	27	10
Administration & Research	20	35	0	55	16
BRIDGE Senior Housing Units/IOA Supportive Housing Units for Seniors with Special Needs	15	27	4	46	9
Total	51	98	4	153	38

Source: Wilbur Smith Associates, April 2005.

Note:

1 "Other" mode includes bicycles, motorcycles, taxis, shuttle vans and ambulance service.

TRIP DISTRIBUTION/ASSIGNMENT

The distribution of clients and residential trips for the senior housing and health services were developed based on information from IOA, the *2000 Census*, and the *SF Guidelines*. Distributions were based on the origin/destination of a specific trip and are separated into the four quadrants of San Francisco (Superdistricts 1 through 4), East Bay, North Bay, South Bay and Out of Region.

TRAFFIC IMPACTS

The proposed project would generate five inbound and 33 outbound vehicle-trips during the weekday PM peak hour, for a total of 38 vehicle trips. Table 8 presents a comparison of the Existing and Existing plus Project intersection LOS for the weekday PM peak hour. In general, the addition of project-generated traffic would result in minor increases in the average delay per vehicle at all the study intersections. All of the existing study intersections would continue to operate acceptably with the same LOS with or without the proposed project.

TABLE 8
INTERSECTION LEVEL OF SERVICE
EXISTING, EXISTING PLUS PROJECT CONDITIONS, AND CUMULATIVE
CONDITIONS – WEEKDAY PM PEAK HOUR

Intersection	Traffic Control	Existing		Existing plus Project		2015 Cumulative	
		Delay	LOS	Delay	LOS	Delay	LOS
Geary/Arguello	Signal	22.3	C	22.3	C	29.5	C
Geary/Palm	One-way STOP Sign ¹	> 50 ²	F	> 50 ²	F	> 50 ²	F
Geary/Jordan	One-way STOP Sign ¹	19.1 ²	C	19.2 ²	C	22.9 ²	C
Euclid/Arguello	Signal	15.4	B	15.4	B	16.3	B
Clement/Arguello	Signal	16.4	B	16.5	B	19.1	B
Anza/Stanyan	Signal	19.2	B	19.2	B	21.6	C
Anza/Arguello	Signal	16.0	B	16.0	B	16.7	B
Geary/Stanyan	Signal	12.5	B	13.1	B	19.6	B

Source: Wilbur Smith Associates, August 2004

Notes:

Delay presented in seconds per vehicle.

1. In San Francisco, a One-way STOP-Controlled intersection is considered to operate at unacceptable conditions if the stop-controlled approach operates at LOS E or F and Caltrans warrants for traffic signal installation are met.
2. Presents the worst approach LOS (southbound) for One-way STOP controlled intersection.

The intersection of Geary Avenue and Palm Avenue would continue to operate with acceptable conditions. Although the worst approach (southbound) would operate at LOS F, the intersection would not meet standard (Caltrans) traffic signal warrants, as discussed on

p. III.D-5. No project traffic would be added to the southbound approach of Palm Avenue, and therefore no project-related impacts are identified.

TRANSIT IMPACTS

The proposed project would generate approximately 101 weekday PM peak hour transit trips. Of the 101 transit trips, 23 would be inbound and 78 would be outbound. Transit trips to and from the proposed project would use the nearby MUNI lines (92 trips), including the 33-Stanyan, 2-Clement, 38-Geary, 38BX-Geary, and 38L-Geary as well as nearby and connecting regional transit providers such as Golden Gate Transit, BART, Golden Gate Ferry Service, AC Transit, SamTrans, and Caltrain (9 trips).

As described previously, the capacity utilization was determined for both north/south and east/west analysis groups for the MUNI bus lines within a quarter mile radius of the proposed project site. The addition of the project-generated trips would not substantially affect the capacity utilization of these lines, and the two line groups would operate below the MUNI capacity utilization standard of 100 percent in the vicinity of the project site. At the MLP for the 38-Geary at Geary/Taylor and 38L-Geary service at Geary/Van Ness, the westbound line would continue to operate at 109 percent of capacity.

PEDESTRIAN IMPACTS

During the weekday PM peak hour, the proposed project would generate approximately 80 outbound and 24 inbound pedestrian trips (three walk/other mode trips, plus 101 transit trips). As shown, in Table 9 the addition of project-generated pedestrian traffic would not substantially impact conditions at the study locations. All crosswalks would continue to operate at acceptable conditions, LOS A.

In addition, the project would propose to relocate the southern half of the east pedestrian crosswalk across Geary Boulevard at Palm Avenue approximately six feet to the west, thus creating an off-set pedestrian crossing. The existing landscaped median on Geary Boulevard would also be extended six feet to the west, towards Palm Avenue. The off-set pedestrian

TABLE 9
CROSSWALK LEVEL OF SERVICE
EXISTING AND EXISTING PLUS PROJECT CONDITIONS –
WEEKDAY PM PEAK HOUR

Analysis Location	Existing		Existing Plus Project	
	Sq. ft. per Pedestrian ¹	Level of Service	Sq. ft. per Pedestrian ¹	Level of Service
Geary Boulevard/Arguello Boulevard				
North Crosswalk	86	A	86	A
East Crosswalk	126	A	116	A
South Crosswalk	259	A	207	A
West Crosswalk	383	A	383	A
Geary Boulevard/Palm Avenue				
East Crosswalk	947	A	947	A
West Crosswalk	1970	A	1970	A

Source: Wilbur Smith Associates, August 2004.

Note:

1 Presented as Square Feet per Pedestrian for crosswalk locations.

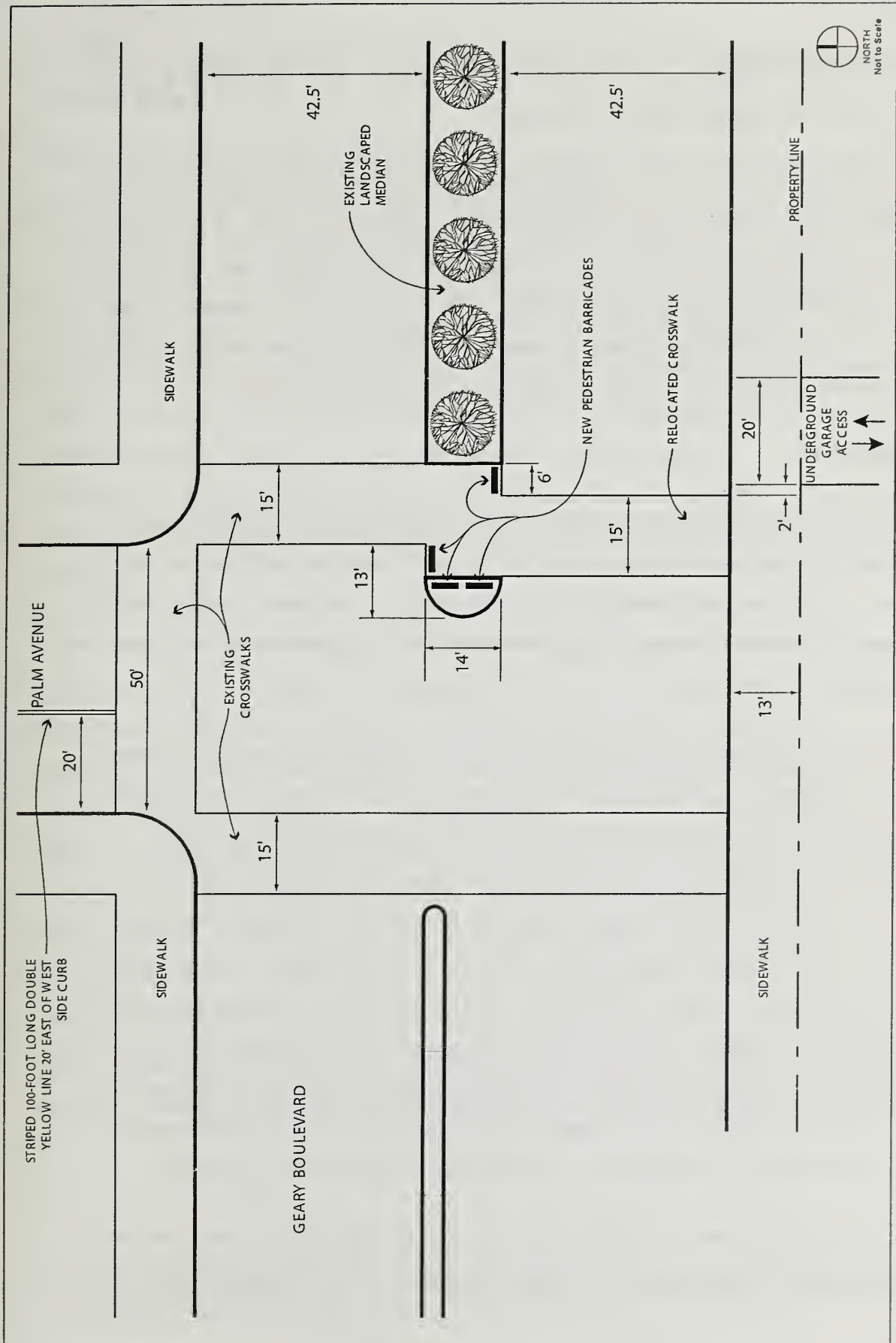
crosswalk would provide a better line of sight for pedestrians crossing Geary Boulevard, as well as increase pedestrian visibility to vehicles. The extension of the median would also provide a larger pedestrian safety area in the middle of Geary Boulevard. A new 100-foot long double-yellow centerline would be striped on Palm Avenue to the north of the existing crosswalk, approximately 20 feet to the east of the west side sidewalk curb.

Figure 21 (p. III.D-9) shows the expected pedestrian volumes during weekday PM peak hour with implementation of the proposed project and Figure 23 shows the proposed crosswalk reconfiguration.

BICYCLE IMPACTS

The proposed project would provide six bicycle parking spaces in a public access space in the underground garage, located at the north wall near the IOA lobby entrance.

Per the *Planning Code* (Section 155.2 c.1) the proposed project would be required to provide six bicycle parking spaces. The project would be exempt from providing shower and locker



SOURCE: Wilbur Smith Associates, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 23: PROPOSED GEARY BOULEVARD/PALM AVENUE CROSSWALK REALIGNMENT

facilities. As currently defined, the proposed project would meet the *Planning Code* requirements for bicycle parking, showers and lockers.

The proposed project would result in a general increase in the number of vehicles in the vicinity of the proposed project. However, this increase would not, in itself, be substantial enough to affect bicycle travel in the area. In addition, there would be an increase in passenger and freight loading and unloading activity at the driveways of the proposed project garage and porte-cochere, which may result in more automobile and bicycle conflicts. These driveways, however, would not access onto a designated Citywide Bicycle Route.

PARKING IMPACTS

The proposed project would provide 65 independently accessible and two tandem parking spaces (includes 61 compact and regular spaces, and six handicapped accessible spaces) for a total of 67 spaces in a one level underground parking garage. Designated parking spaces would be provided for resident use only. Approximately 25 parking spaces would be provided for resident use only.

The *Planning Code* would require the proposed project to provide a total of 138 off-street parking spaces, including 24 spaces for senior residential use and six spaces for supportive housing units for seniors with special needs, plus 108 spaces for the senior health services. As the proposed project would provide a total of 67 parking spaces, the residential portion of the development would comply with the parking requirement (30 spaces). The project would seek a modification of the parking requirement for IOA's offices and other program space (37 spaces supplied versus 108 spaces required) based on the fact that the *Planning Code* does not take this specialized health service use demand into account. The *Planning Code* would also require the proposed project to provide two handicap-accessible parking spaces based on the 67 spaces which the proposed project would provide. The proposed project would provide six handicap accessible spaces, and therefore would meet the *Planning Code* requirements.

The proposed project would generate a total parking demand for 56 spaces (4 short-term and 52 long-term) during the midday and 30 spaces (long-term) in the evenings when no

conference meetings are held. The project would provide 67 spaces and would meet this parking demand.

The removal of the existing parking lot with 93 spaces on the site as part of the proposed project would displace 68 vehicles during the weekday midday (81 occupied spaces, less 13 occupied by IOA employees who would use project parking). As shown in Table 5, p. III.D-12, there are sufficient on-street parking spaces in the area to accommodate a demand of about 110 spaces. The addition of these vehicles to the existing on-street parking demand would increase parking occupancy from 77 percent to 87 percent. However, virtually all of these 110 spaces are two-hour limit spaces in residential parking permit areas and would therefore not be usable by all of the displaced off-street parkers. Thus, any of these 68 vehicles that now park at the site for more than two hours would not be accommodated and would have to find other off-street parking outside the study area or resort to alternative modes of travel.

Based on its existing practices, it is estimated that the IOA would hold weekday evening and weekend meetings, seminars, or training about four times per month, which would generate a demand of 77 additional parking spaces after business hours or on weekends. The project sponsors have made no commitments to limit use of the meeting space to four times monthly, so it is possible more frequent use of these facilities by IOA, Bridge or others may occur. On those occasions, the proposed project would generate parking demand of approximately 107 spaces (evening/weekend meeting space demand of 77 spaces plus 30 spaces for a total of 107 spaces), 40 of which could not be accommodated on-site (project parking garage could accommodate 67 of the 107 spaces). It should be noted that some or all of the 40 additional vehicles could park on the street where there are sufficient spaces available (145 spaces in the early evening and 144 spaces in the evening) within the study area. Parking on weekends and weekday evenings would not be affected by Residential Parking Permit restrictions on nearby

streets.⁷ (Although considered during early planning for the proposed project, valet parking is not proposed under the project.)⁸

The proposed project would generate five inbound and 33 outbound vehicle-trips during the weekday PM peak hour, for a total of 38 vehicle trips assumed to access the proposed parking garage. The garage driveway would be on Geary Boulevard at the eastern end of the site. Vehicles would enter through a gate approximately 22 feet south of the curb, with a 20-foot-wide entry to allow vehicles two-way traffic. At the western end of the site the porte-cochere would be accessed by the 20-foot-wide driveway. The driveway at the western end would only be accessible to shuttle vans and small service vehicles (see Figure 2, p. II-5).

Both the garage and porte-cochere driveways would include signage, striping, and markers to indicate right-turn-out exit only and prohibit outbound left-turn movements onto Geary Boulevard. In addition, the project would extend the existing landscaped median on Geary Boulevard approximately six feet to the west, towards Palm Avenue, which would further reduce the possibility of illegal left-turns by vehicles exiting the garage.

The 38 vehicle trips during the PM peak hour would represent approximately one inbound vehicle every 12 minutes and one outbound vehicle every two minutes. The garage operation would be able to process about 3.5 vehicles per minute in either direction, plus stack two cars outside of traffic flow, and it is anticipated that the inbound or outbound vehicles would not cause any substantial queuing on Geary Boulevard, would not adversely affect pedestrian conditions at the sidewalk crossing, and would not interfere with loading operations.

LOADING IMPACTS

Freight delivery and service vehicle demand was estimated based on the methodology and truck generation rates presented in the *SF Guidelines*. It is anticipated that most of the delivery/service/passenger vehicles that would be generated by this portion of the proposed project would consist of small trucks, vans, and ambulances.

⁷ While not quantified, it should be noted that future parking conditions with the project would reflect the removal of parking demand from the 1,350-seat Coronet Theater, primarily on weekends and evenings.

The proposed project would provide two off-street van/shuttle and freight loading spaces on the west side of the project site with direct access from Geary Boulevard. The off-street loading spaces would be part of a porte-cochere accessible through the driveway at the western end of the site. These two spaces would be used for loading of residents and visitors, and service deliveries. The off-street loading area would be approximately 29 feet in length, 33 feet in width and 14 feet in height. In addition, the project would request that the existing approximately 40-foot on-street passenger zone (white zone) in front of the Coronet Theater building to remain since it would be located in front of the main entrance of the project building on Geary Boulevard.

Freight Loading

Loading requirements for the proposed project were calculated based on the *San Francisco Planning Code*, Sections 152 and 154(b). Based on *Planning Code* Section 152, one off-street freight loading space would be required for the residential component of the proposed project. No off-street loading space would be required for the senior health service uses.

The proposed loading spaces, which would accommodate vans and small delivery vehicles, would not meet *Planning Code* Section 154(b) dimensional requirements for off-street freight loading spaces, which are designed to accommodate larger trucks. Therefore, the project sponsor would seek a modification to this requirement by substituting two van-sized spaces for one truck-sized space.

The proposed project would generate a freight loading demand of less than one space during the average hour and peak loading hour. The loading demand would be accommodated by the two proposed loading spaces within the porte-cochere, which would provide adequate loading space to serve the residents, visitors, and delivery vehicles. If necessary, larger trucks would be accommodated in the requested on-street passenger zone on Geary Boulevard.

⁸ Valet parking is not proposed under the project. The project's parking demand analysis as summarized in Table 9 did not include attendant or valet parking in the analysis.

Passenger Loading/Unloading

All of the van passenger drop-off and pick up services to IOA's existing adult care facility at 3600 Geary Boulevard is currently provided by a single independent contractor (Medsam Transportation), using passenger vans with a capacity of up to ten passengers, or eight passengers with wheelchairs. These vans, which may have signage for other organizations served by Medsam, are also used for other services for unrelated clients when not serving IOA. The same single-operator concept would be implemented for the proposed project.

Approximately ten shuttle vans (utilizing slightly larger size vans than in their current operations, with a capacity of ten to twelve passengers) would drop-off seniors for IOA's day-care programs from 8:30 to 10:30 AM and then return to pick up seniors between 2:00 and 3:30 PM each weekday (Monday through Friday). Vans would arrive at the porte-cochere two at a time at 10-minute intervals during the morning drop-off period and two at a time at 20-minute intervals during the afternoon pick-up period.

The project sponsor has proposed that the single independent contractor would be prohibited from having vans arrive at the project site prior to the start of the drop-off or pick-up periods and requiring vans to complete the drop-off or pick-up operations during the allotted intervals. All the single independent contractor vans would leave the project site and either return to their off-site base of operations or perform other services for clients unrelated to IOA when not actively loading/unloading passengers at the project site.^{9, 10}

While the project sponsors have agreed to a condition of approval to limit the number of shuttle vans dwelling at the porte-cochere to two at a time, site constraints may complicate implementation of this provision. Surveys of operations at the existing IOA site across Geary Boulevard indicate that van arrival patterns are temporally concentrated, particularly during afternoon periods, and that a great deal of double-parking and other disruptions occur in the absence of adequate off-street or curbside space. Van dwell times are especially prolonged for

⁹ Sam Portnoy, Medsam Transportation, letter to Ken Donnelly, Institute on Aging, March 23, 2005.

¹⁰ Wilbur Smith Associates, *Proposed Senior Living and Health Center at 3575 Geary Boulevard, Revised Supplemental Transportation Technical Memorandum*, April 27, 2005. This memorandum is available for

passenger pick-ups because van drivers typically arrive early in order to compensate for uncertainties in cross-town travel times from locations where vehicles are garaged or used for other services. In order to ensure the elimination of early arrivals and limit the number of vans congregating at the project site, to satisfy the expressed intentions of the project sponsors, viable staging areas in the immediate vicinity of the project site would be required but none have been identified. In the absence of viable nearby staging areas, concentrated arrival patterns and prolonged dwell times could occur. In these circumstances, vans waiting for access to the porte-cochere could queue on Geary Boulevard with potential concomitant disruptions to traffic and MUNI service, including the possibility that these waiting vans will sit and wait in the adjacent MUNI bus stop.

In addition, freight deliveries to the project site would be required to occur outside of the passenger drop-off and pick-up times noted above, to minimize further the potential for traffic and transit operation conflicts on eastbound Geary Boulevard. The project sponsor would also request that the existing passenger loading white zone in front of the Coronet Theater building be retained. Although the white zone would not be used for regular passenger van loading/unloading operations as part of the agreement with the independent van contractor, it would provide one additional out-of-travelway location for vans to stop in case of an unexpected service disruption. In the event that vans are temporarily parked in the white zone because the porte-cochere is occupied by other vehicles, when the porte cochere is vacated the van operator would be instructed to circle the block (by making right turns on Stanyan Boulevard, Anza Street, Arguello Boulevard, and Geary Boulevard) and then making a right turn into the port-cochere and not back up on Geary Boulevard to access the porte-cochere. The passenger van and freight loading operations described above would be included as part of the Planned Unit Development authorization as a condition of approval, and would be recorded as a notice of special restriction. There would be no vehicle trips associated with the vans during the midday, early evening, or evening, and no on-site parking would be required for the vans.

public review at the San Francisco Planning Department, 1660 Mission Street, 5th floor, Project File No. 2003.0410E.

Trash Pick Up

The proposed project would locate the trashroom at the street level near the porte-cochere. The refuse would be brought to the front of the building on collection days. Garbage removal would typically take place two to three times per week.

CONSTRUCTION EFFECTS

Construction of the proposed project is expected to take approximately 24 months, and is estimated to begin in 2006 with completion and occupancy occurring in 2008. Detailed plans for construction activities have not yet been finalized; however, there would be four primary construction phases:

- Demolition
- Excavation and foundation
- General Construction
- Finishing Work

Construction-related activities would typically occur Monday through Friday from 7:00 AM to 3:30 PM, unless required by special circumstances. Construction would not occur on weekends. A maximum of 60 workers would be on-site at any given time during construction, with 20 workers during the demolition, excavation and foundation work, up to 60 workers during general construction, and then decreasing to 20 workers during finishing work. The contractor would provide shuttle service to transport construction workers to the project site from parking lots located in off-site areas. There is no specific information on the locations of off-site parking garages or lots that would be used by the construction workers at this time. The project garage could be used for construction workers parking during the last several months of construction, but would be needed for staging of materials and equipment prior to that time.

During the demolition and building construction phases, there would be a flow of construction-related trucks into and out of the site. Approximately 10 trucks would be used on the site each day. During the excavation phase, approximately 70 trucks would be used on the site for a

total of 20 to 25 days. Truck access to the site from the North and South Bay would be from Park Presidio Boulevard (Highway 1) to Geary Boulevard. Since southbound left-turns are prohibited at the intersection of Park Presidio and Geary Boulevards, North Bay trucks would be required to turn right at Anza Street, travel north on 14th Avenue for one block, and turn right at Geary Boulevard. Truck access from the East Bay and the southeastern part of the City would be via Van Ness Avenue and Geary Boulevard, and would likely require use of the adjacent streets (Stanyan Boulevard, Anza Street and Arguello Boulevard) so the trucks access the jobsite in an eastbound direction. Construction staging would occur on-site with a man-lift erected on Geary Boulevard or in the proposed porte-cochere loading area.

Pedestrian circulation along the south side of Geary Boulevard would be maintained throughout construction. If it is determined that any temporary traffic lane, parking lane or sidewalk closures would be needed, the closures would be coordinated with City staff in order to minimize the effects on local traffic and circulation. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). It is assumed that the contractor would provide all appropriate and required work zone traffic control plans for City approval, prior to construction. It is not anticipated that the MUNI bus stop at the southeast corner of Geary and Arguello Boulevards would need to be relocated. Any potential bus stop relocation has to be coordinated with the MUNI Street Operations/Special Events office.

CUMULATIVE ANALYSIS (2015)

For the future Cumulative intersection analysis, existing traffic volumes were increased based on a compound annual growth rate of one percent per year as discussed with the San Francisco Planning Department. Overall it was estimated that there would be a 13.8 percent growth in the traffic volumes between 2002 and 2015 at the eight study intersections.

Future Cumulative Traffic Impacts

Table 8, p. III.D-18, presents the 2015 Cumulative intersection volumes and operating conditions during the weekday PM peak hour. Under the future cumulative conditions, all

eight study intersections would continue to operate at acceptable service levels during the weekday PM peak hour. The intersections of Anza Street and Stanyan Boulevard would worsen from LOS B to LOS C under the 2015 Cumulative scenario, but would continue to operate under acceptable conditions. It should also be noted that the intersection of Geary/Palm would continue to operate acceptably, since it would not meet Caltrans signal warrants under 2015 Cumulative conditions.

To assess the effects of project-generated traffic for 2015 Cumulative conditions, the proposed project's percent contribution to the 2015 Cumulative traffic volumes was determined. Two different percent contributions were calculated: the project-generated traffic as a percent of total 2015 Cumulative traffic volumes, and the project-generated traffic as a percent of only the increase in traffic volumes between Existing and 2015 Cumulative conditions. The proposed project would have a less than one percent contribution to the total 2015 Cumulative traffic volumes. The proposed project's contribution to the growth in traffic volumes between Existing and 2015 Cumulative conditions would be between one and seven percent, with the largest contributions occurring at the intersection of Geary and Jordan Avenue and Geary and Stanyan. The proposed project would not contribute traffic to the minor (southbound) approach at the intersection of Geary Boulevard and Palm Avenue. Therefore, the proposed project would not have a substantial contribution to any significant cumulative impacts.

E. HISTORIC ARCHITECTURAL RESOURCES

This chapter summarizes the information presented in the *Final Cultural Resources Report* prepared by Carey & Company under the direction of the Planning Department.¹

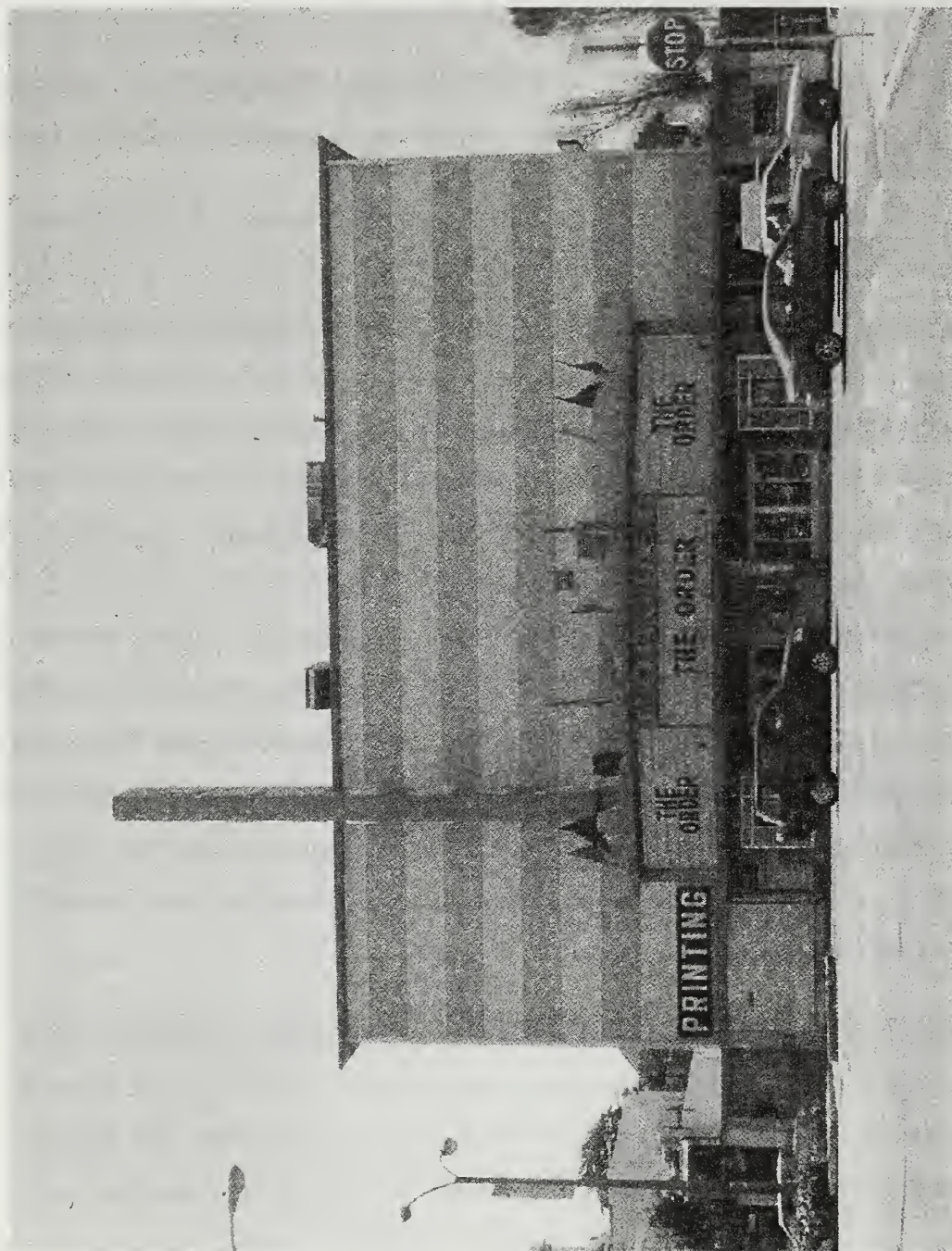
ENVIRONMENTAL SETTING

PROJECT SITE—THE CORONET THEATER

The Coronet Theater, at 3575 Geary Boulevard, is a reinforced-concrete building with a rectangular plan. With the exception of two small commercial spaces, one on each side of the main building entrance, the entire building serves as a single-screen movie theater. While the building contains only one floor, it exhibits the massing of a two or three story structure. The design is characterized by overall simplicity and restrained details. The primary façade (north) consists primarily of a single, unarticulated expanse of wall, punctuated at street level by the exterior entry/ticket booth area (see Figure 24). A large angled marquee projects over the sidewalk and entry/ticket booth area while a narrow vertical sign extends upward beyond the building's roofline at least one additional story. The building's primary facade also has a prominent roof eave, narrow end walls, and large amounts of "picture window" glazing at street level. Because the building is free-standing, its two unarticulated concrete side façades are also visible. The rear façade is also unarticulated concrete that is visible from the end of Almaden Court, but not from Geary Boulevard.

In contrast to the exterior's simple rectilinear features, the interior displays undulating walls, oval ceilings, and subtle cove lighting. The lobby is much narrower than it is wide, drawing the visitor immediately toward the main concession area upon entering the interior. Unarticulated columns stand on either side of the entrance and behind the concession area,

¹ Carey & Company, 3575 Geary Boulevard Institute on Aging Senior Center and Affordable Senior Housing San Francisco, California - Final Cultural Resources Report, August 3, 2004. This report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, Project File No. 2003.0410E.



SOURCE Carey & Co. 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT

FIGURE 24: EXISTING CORONET THEATER

meeting the ceiling at indirectly lit circular ceiling indentations. Large curved wall projections define the sides of the lobby space, one containing a secondary concession area and the other giving access to service and administrative areas. Behind and below the main concessions area is a small curved gathering space, originally intended as a television lounge. Two curving staircases, one located in each of the lobby's far corners, rise up and around the concessions area toward the auditorium. There, visitors enter the theater's 1,350 seats, where like the lobby, the ceiling is oval and features indirect lighting.

The screen sits above a concave stage; the first raised set of seats is arranged along a slightly concave line. The theater space features few added details, the most notable of which are the original curved Art Deco-inspired handrails. Heavy-weight cardboard decorative elements surround the exit doors and are affixed to the auditorium side walls.

The Coronet Theater was designed in the late 1930s; construction began in 1941, but after the frame and foundation were built, the project was put on hold during World War II. The building was finally completed in 1949, and operated as a single-screen theater until March 2005. The theater is now closed. Its original owners, Samuel Levin and his son, Irving, played a role in the development of the single-screen theater industry in San Francisco by building at least six other theaters throughout the city during the first half of the 20th century. The Levins are also known for their establishment of the San Francisco International Film Festival.

The architect of the Coronet Theater is unknown; various sources have attributed it to Timothy Pflueger, Albert R. Walker, and Alexander Aimwell Cantin. Primary and secondary sources materials regarding the Coronet Theater's early history are inconclusive regarding the identity of the building's actual designer. Until recently, it was considered to have been a work of Timothy Pflueger, a San Francisco-based architect who designed a number of important theaters and other buildings here during the first half of the 20th century. After his death in 1946, Pflueger's brother Milton continued their firm's work until the late 1980s. Milton's

book, *Time and Tim Remembered*, attributes the Coronet to his brother, and Milton's son, John Pflueger, confirms the association.²

Sources reviewed for the *Final Cultural Resources Report* revealed two other architects in addition to Pflueger who may have been associated with the project. One, Albert R. Walker, is identified as the architect of record on the 1946 building permit drawings and on one undated drawing in the Walker Papers at the University of California Los Angeles, University Archives. Walker was a designer based in the Los Angeles area who worked almost exclusively in southern California during the first half of the 20th century. His projects included some movie theaters, which may partially explain how he came to be involved with the Coronet. He is not known to have worked on any other buildings in San Francisco. The extent to which Walker actually designed the building as portrayed on the 1946 permit drawings is unclear.

The other architect reportedly associated with the Coronet design is Alexander Aimwell Cantin, a designer who worked in Pflueger's office and is thought to have collaborated with Pflueger on other buildings constructed in San Francisco. Cantin's grandson recently wrote a letter to the editor of the San Francisco Chronicle specifically indicating the Coronet as an Alexander Aimwell Cantin design.

In the case of the Coronet, where there are plausible arguments in favor of three different designers, the building cannot be considered a "work of a master" because it cannot be conclusively determined to be the artistic creation of any one person or partnership. Among the three possible designers, only one is a recognized San Francisco "master," Timothy Pflueger. However, even if the building could have been attributed to Pflueger, it would still

² Carey & Company, *3575 Geary Boulevard Institute on Aging Senior Center and Affordable Senior Housing San Francisco, California - Final Cultural Resources Report, August 3, 2004*. This report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, Project File No. 2003.0410E.

not have qualified as a “work of a master” because it is not one of the buildings that contributed to his elevation to “master” status.³

The Coronet Theater is not a designated San Francisco landmark, nor is it listed on any other local, state or federal lists of significant historic resources.

HISTORIC PRESERVATION REGULATIONS AND CRITEIRA

Historic architectural surveys provide information about existing properties that may be of value to a community. Designation or listing on a registry of cultural and/or historical resources may occur if a building is found to be of value; designation or listing can also serve to alert potential developers of the public’s interest in such properties through review by public boards and commissions. There are a number of surveys and lists of San Francisco structures that are considered to have attained a degree of architectural, historical, and/or contextual importance.

National Register of Historic Places. The National Register of Historic Places (NRHP) is the nation’s master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the National, State or local level.

Structures, sites, buildings, districts and objects over 50 years of age can be listed on the NRHP as significant historic resources. However, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included on the NRHP. The criteria for listing on the NRHP include resources that:

- A) are associated with events that have made a significant contribution to the broad patterns of history,
- B) are associated with the lives of persons significant in our past,

³ Carey & Company, *3575 Geary Boulevard Institute on Aging Senior Center and Affordable Senior Housing San Francisco, California - Final Cultural Resources Report*, August 3, 2004. This report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, Project File No. 2003.0410E.

- C) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work or a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- D) have yielded or may likely yield information important in prehistory or history.

Section 106 of the National Historic Preservation Act requires the lead agency of a project receiving federal funding to determine whether the project site possesses historic significance; assess the impact of the undertaking on the historic resource and determine whether the impact is adverse; and if adverse, establish a consultation process with the President's Advisory Council on Historic Preservation (Advisory Council) and the SHPO on the impact of the proposed project on the historic resource. Listing of a property on the NRHP does not prohibit demolition or alteration of that property, but does denote that the property is a resource worthy of recognition and protection.

California Register of Historic Resources. The California Register of Historical Resources (CRHR) includes buildings and structures formally determined eligible and/or listed through procedures adopted by the SHPO. A resource shall be considered to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code 5024.1, Title 14 CCR, Section 4800.3) as follows:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The CRHR also includes buildings previously determined eligible for listing in the NRHP. Therefore, buildings or districts determined to be eligible for the NRHP are also considered eligible for listing on the CRHR.

The Coronet Theater is not eligible for individual listing on the NRHP, for listing on the CRHR, nor for inclusion on the City and County of San Francisco's List of Designated

Landmarks (Article 10 of the Planning Code). To be potentially eligible for recognition on these lists, a building must usually be over 45-50 years old, must have historic significance under at least one of the four criteria (as described above), and must retain its physical integrity.

Since the building construction was finished in 1949, it does meet the age requirement. However, the building does not qualify as historically significant under any of the four necessary criteria, discussed below. Given that the property does not appear to possess historic significance, physical integrity was not evaluated.

According to the four necessary criteria under both the NRHP and the CRHR, the Coronet would be eligible for listing if it was found to contribute to the development of movie theaters in San Francisco or was associated with events that significantly contributed to the past, is the work of a master, embodies distinctive characteristics and possesses high artistic values, and/or was associated with archaeological resources important to our past.

To be historically significant under NRHP Criterion A/CRHR Criterion 1 for its association with the development of movie theaters in San Francisco, the Coronet would have had to have influenced the course of this development in some way. Sources reviewed for the *Final Cultural Resource Report* establish that this was not the case. For example, there were no movie theaters built after the Coronet that derived design elements specifically from this theater. Similarly, its success as a business venture means that the subsequent drop in movie theater construction cannot be linked directly to the Coronet's construction. Instead, it appears that the building came about in the way that it did as a result of changes that were taking place in the movie theater development world. The Coronet was not the first or only theater in San Francisco outside the downtown area to show first-run movies, for example, but rather its owners chose to do this in response to shifts in post-war demographics. Likewise, it was also not unique in offering special enticements like parking and nice seats, since all theater operators were faced with luring audiences away from television at this time.

The Coronet is also not significant under NRHP Criterion B/CRHR Criterion 2 because it is not associated with the Levins at a time when the family may have made significant contributions to San Francisco's past. The Levin's contribution to city's film appreciation tradition through their establishing the San Francisco International Film Festival occurred between 1957 and 1964. However, there is not enough historical perspective to define exactly how significant the establishment of the film festival was to the overall history of the city. Even if there was enough historical perspective to make this judgment, there appears to be no significant association between the Coronet and the festival since it was not built by the Levins specifically for the event (by the time it occurred the Coronet had been in operation for almost a decade), nor was it chosen as a key festival venue.

The Coronet is not significant under NRHP Criterion C/CRHR Criterion 3 because it does not clearly embody distinctive characteristics, possess high artistic values, nor is conclusively known to be the work of a master. Discrepancies between what is shown in archived drawings and the existing building make it impossible to conclusively determine what the Coronet was like when it was built. It is possible that the theater as experienced today is different from the building as it was constructed, and that it is not clear exactly which elements of the Coronet are original. Some design elements are considered notable, but not considered distinctive under NRHP standards. These design elements include a multi-colored terrazzo sidewalk in front of the theater entrance and a modernistic box office of "tilted" design. Notable interior design elements include curved Art Deco-inspired handrails and heavy-weight cardboard decorative elements surrounding the exit doors and affixed to the auditorium sidewalls. Since many of the building's original characteristics and artistic values are essentially unknown, it is not possible to evaluate them for historic significance. Similarly, since there are plausible arguments in favor of three different designers, the building cannot be considered a "work of a master" because it is not known to be the artistic creation of any one person or partnership. Among the three possible designers, only one is a recognized San Francisco "master," Timothy Pflueger. However, even if the building could be attributed to Pflueger, it would still

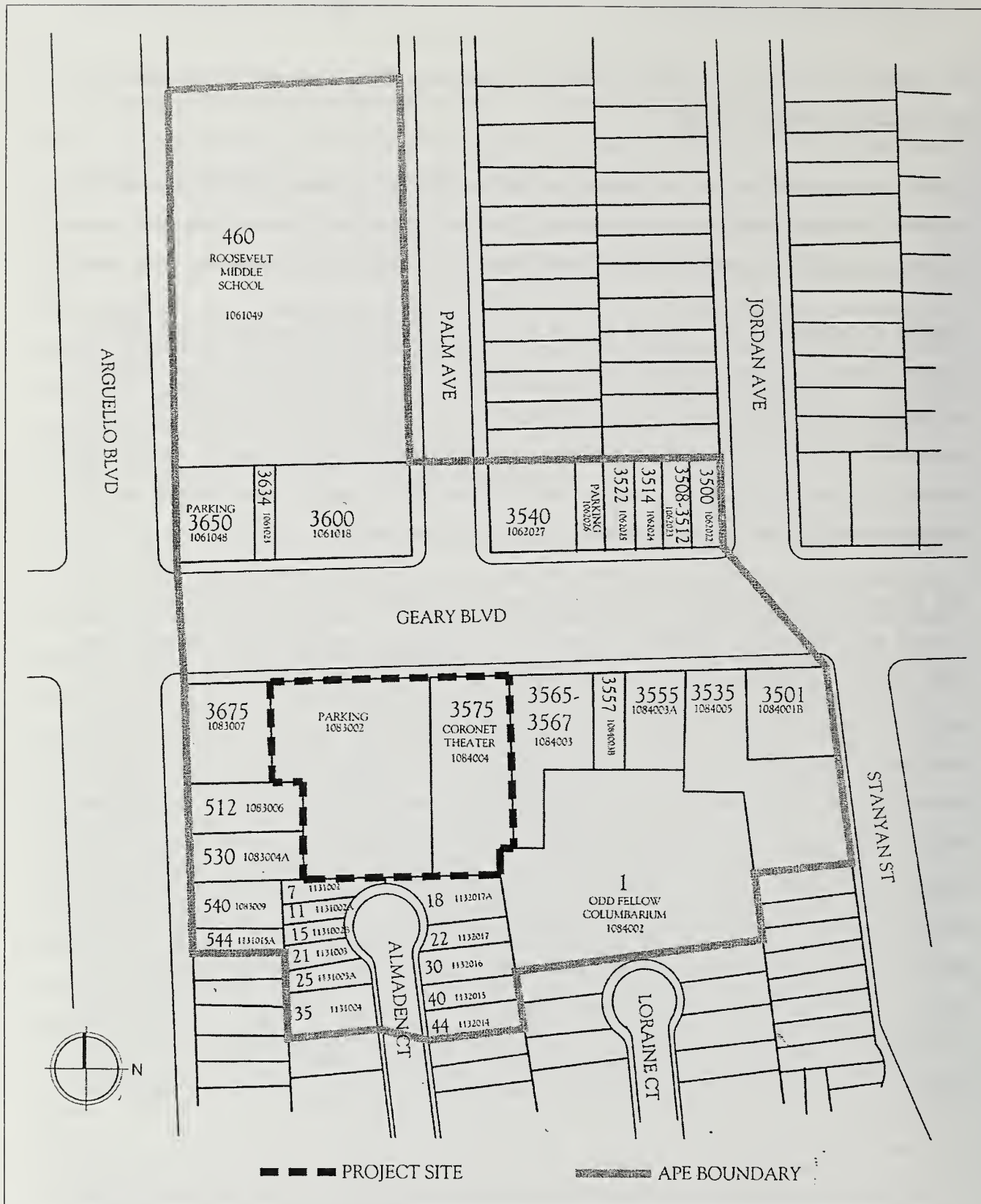
not qualify as a “work of a master” because it is not one of the buildings that contributed to his elevation to “master” status.⁴

Finally, the Coronet is also not significant under NRHP Criterion D/CRHR Criterion 4 because none of the archival research conducted as part of the *Final Cultural Resources Study* yielded information connecting the Coronet to archeological information important to the past.

Area of Potential Effect. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to define and document the Area of Potential Effects (APE) in consultation with the SHPO. This requirement applies to any federal undertaking, such as the proposed federal financing for the affordable senior dwelling units. In the Section 106 process, the federal agency, or a representative of the federal agency, must identify historic properties and determine the effect of the proposed project on them.

Due to the proximity of historical landmarks and the unknown historical significance of the Coronet and surrounding structures, Carey & Co. conducted a survey within the established APE, under the direction of the City and in accordance with Section 106 of the NHPA. The historic resources APE is defined as “the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist,” [36 CFR 800.2(c)]. Figure 25 shows the APE boundaries for the proposed project. The project APE contains 34 parcels, two on the project site and 32 in the project vicinity. The project vicinity consists of all of the properties along the north and south sides of Geary Boulevard between Jordan Avenue/Stanyan Street and Arguello Boulevard, the five properties immediately south of Geary Boulevard on the east side of Arguello Boulevard, the first six properties on the west side of Almaden Court, the first five properties on the east side of Almaden Court, and two architectural resources, Roosevelt Middle School (460 Arguello Blvd., on the north side of Geary Blvd., across from the project site) and the Odd Fellows

⁴ Carey & Company concluded in a prior draft of the *Cultural Resources Report*, based on incomplete information that the Coronet Theater was the work solely of Timothy Pflueger, and eligible for listing on the NRHP as the work of a master. As described in this section, The Final Cultural Resources Report was based on further archival material research and found that the building could not be concluded to be the work of Pflueger solely, and, for that, and other reasons cited, the Coronet Theater is not considered a significant historic resource.



SOURCE: Carey & Co., 2003

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 25: AREA OF POTENTIAL EFFECT

Columbarium (1 Loraine Ct., adjacent to the project site to the east). The project vicinity was found to lack a concentration of historically and/or architecturally distinct properties. As a result, the survey found no potential historic districts.

While the Coronet Theater does not meet the criteria for listing on the NRHP or CRHR, two resources in the project APE, Roosevelt Middle School and the Odd Fellows Columbarium, do appear to meet the criteria. Specifically, the Roosevelt Middle School possesses historic significance because its Dutch Expressionist/Art Deco design exhibits high artistic values. The Odd Fellows Columbarium also appears to meet the qualifications for listing on the NRHP. Specifically, this structure possesses historic significance as the embodiment of the distinctive characteristics of the Neoclassical architectural style and because its design exhibits high artistic values. The Columbarium is also designated a City Landmark. Therefore, potential project construction and operation effects on these properties were assessed and are discussed below.

1976 Department of City Planning Citywide Survey. Between 1974 and 1976, the San Francisco Planning Department conducted a citywide inventory of the City's approximately 170,000 structures to determine their architectural importance. The physical appearance of both contemporary and older buildings was surveyed, but historical associations were not included in the study. An advisory review committee of architects and architectural historians determined that 10,000 of these buildings were eligible for inclusion in the survey based upon various factors, including architectural design, urban design context, and overall environmental significance. These buildings represent roughly 10 percent of the City's entire building stock. Buildings included in the survey are rated from a low of '0,' contextually significant, to a high of '5,' highest overall significance. The Coronet Theater was not rated during the survey. For historic resources within the APE, the Roosevelt Middle School was given a '4' rating during the 1976 citywide survey and the Odd Fellows Columbarium was given a '2' rating.

Here Today. In 1968, the Junior League of San Francisco published an architectural survey of San Francisco, San Mateo, and Marin counties entitled *Here Today*. The group organized the survey with the help of historic preservation professionals in the community and rated buildings based on their physical attributes and historical associations. The book does not indicate building-specific ratings; rather, buildings worthy of the highest praise were written into the main text while the remainder were included in the appendix. Neither the Coronet Theater nor the Roosevelt Middle School were listed in *Here Today*. The Odd Fellows Columbarium was included within the Appendix of *Here Today*.

San Francisco General Plan and Planning Code

General Plan. The Urban Design Element of the *San Francisco General Plan* acknowledges the importance of historic structures within the City, and emphasizes the importance of older buildings for the “richness of character, texture and human scale that is unlikely to be repeated often in new development.” These structures help to characterize many neighborhoods and serve as landmarks and focal points. *General Plan* policies regarding architectural resources are discussed in Objective 2 of the Urban Design Element:

- Objective 2: Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding.
 - Policy 2.4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

San Francisco Planning Code. Article 10 of the San Francisco Planning Code provides for review of proposed alterations to properties listed as City landmarks and to certain properties within listed City Historic Districts. The Planning Code requires a special hearing prior to the demolition of designated properties but does not generally prohibit demolition. The Coronet Theater is not listed as a City landmark in Article 10. The Columbarium is also designated a City landmark in Article 10.

IMPACTS

SIGNIFICANCE CRITERIA

A project is normally found to have a significant effect on the environment if it would substantially disrupt or substantially adversely affect a unique archaeological resources and/or property of historic significance. California Environmental Quality Act (CEQA) Section 21084.1 states that “a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” These changes include physical demolition, destruction, relocation or alteration of the resource or its immediate surroundings. For the purposes of Section 15064.5, the term “historic resources” shall include the following:

- A resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources.
- A resource included in a local register of historic resources (such as Articles 10 and 11 of the *San Francisco Planning Code*), as defined in section 5020.1(k) of the *Public Resources Code* or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the *Public Resources Code*, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be a historic resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (*Public Resources Code* 5024.1, Title 14 CCR, Section 4800.3) as follows:
 1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 2. Is associated with the lives of persons important in our past;
 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

Under CEQA Section 15064.5, “generally, a project that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than a significant impact on the historical resource.”

PROJECT EFFECTS

Project Site

The proposed project would demolish the Coronet Theater. The Coronet would be eligible for listing on the NRHP or CRHR if it was found to contribute to the development of movie theaters in San Francisco or was associated with events that significantly contributed to the past, is the work of a master, embodies distinctive characteristics and possesses high artistic values, and/or was associated with archaeological resources important to our past. The Coronet does not contribute to the development of movie theaters in San Francisco as no movie theaters built after the Coronet in San Francisco derived its design elements from it, it was not the first or only theater in San Francisco outside downtown to run first run movies, nor was it unique in offering special enticements to lure audiences away from television at that time. The Coronet does not appear to be associated with events that significantly contribute to the past because it is not associated with the Levins at a time when the family may have made significant contributions to the San Francisco’s past through their establishment of the San Francisco International Film Festival. The Coronet was not found to be the work of a master since it is not known to the artistic creation of any one person or partnership, nor does it qualify as a building that embodies distinctive characteristics or possess high artistic values since most of the building’s original characteristics are unknown. The Coronet is also not associated with any archaeological resources important to our past. As described previously, the Coronet Theater is not listed on, and has been determined to be ineligible for listing on the

NRHP or CRHR, is not listed on any local registers of historic resources, and is not otherwise considered historic. Hence, demolition of the structure would not have a significant effect on a historic resource.

Project Vicinity

Two additional resources in the vicinity of the project site, as noted above, appear to meet the criteria for listing on the NRHP and the CRHR, Roosevelt Middle School, and the Odd Fellows Columbarium (the latter has already been designated as a City Landmark). The project would not result in direct physical change to these two buildings. Although the proposed project would be visible from Roosevelt Middle School, the project building would be at a distance from the project site across Geary Boulevard and separated by intervening buildings on the north side of Geary Boulevard. The Columbarium, which lies closer to the project site to the east, is a designated City Landmark with a historic setting that has been substantially altered since its construction in 1898 (particularly along the south side of Geary Boulevard and on Loraine Court). Although portions of the Coronet Theater are currently visible from the Columbarium, the proposed project would not result in a substantial further change to the already altered setting of this resource.

As a result, the proposed project would not have a significant adverse impact on the setting of either Roosevelt Middle School or the Odd Fellows Columbarium, such that they would no longer qualify for listing in the CRHR or City Landmark designation. Therefore, the proposed project would have a less-than-significant impact on the alteration of the historic significance of potentially eligible historic resources in the project vicinity.

F. SHADOWS

A shadow fan analysis was prepared for the proposed project and filed with the Planning Department as part of the environmental review conducted for the Initial Study (see Appendix A). The shadow fan analysis concluded that the proposed project would not create any new shade on any Department of Recreation and Park properties protected by Section 295 of the *Planning Code* nor would it produce shading not commonly expected or experienced in urban areas. This chapter is provided as part of this EIR for informational purposes only, and to address public concerns brought up during the public scoping meeting held on December 15, 2004 regarding potential shading of existing solar panels near the project site.

SETTING

Public open space in the project vicinity that could be affected by project shadows is Rossi Playground, about one block south of the project site. Rossi Playground south of the project site is a public open space under the jurisdiction of the Recreation and Park Commission and thus is subject to Section 295 of the *Planning Code* regarding shadows and open spaces.

The existing building on the project site cast shadows on streets and sidewalks in the project vicinity; however, existing shadows created by the building on the project site do not reach nearby public open spaces any time of the day or year.

IMPACTS

SIGNIFICANCE CRITERIA

Planning Code Section 295, adopted in 1984 pursuant to voter approval of Proposition K, prohibits the issuance of building permits for structures over 40 feet in height that would cast shade on or shadow property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission (between one hour after sunrise to one hour before sunset at any time of year), unless the City Planning Commission, in consultation with the General

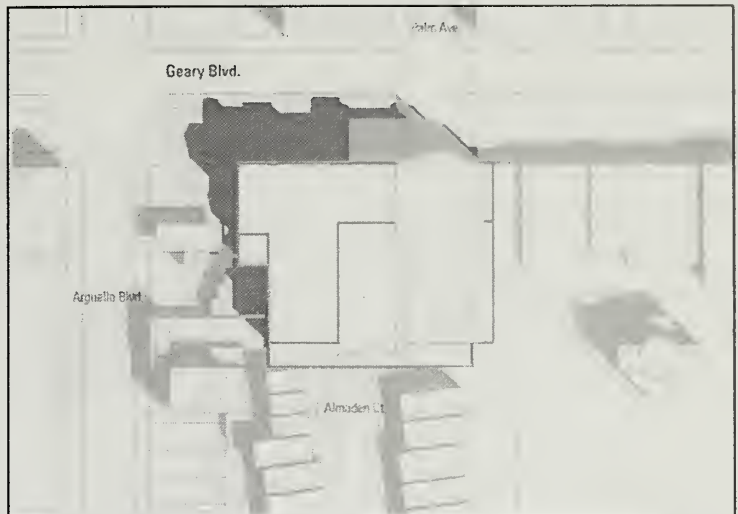
Manager of the Recreation and Park Department, determines that the shade would not have a significant adverse impact on the use of such property. As noted above, Rossi Playground is under the jurisdiction of the Recreation and Park Department, and is subject to Section 295. A shadow fan analysis was prepared as part of the environmental review conducted for the Initial Study. The shadow fan analysis concluded that the project would not create any new shade on any properties protected by Section 295. Because of the proposed building height and configuration of existing buildings in the vicinity, the net new shading of streets and sidewalks that would result from the proposed project would be limited in scope, and would not increase the total amount of shading above levels which are common and generally acceptable in urban areas.

PROJECT EFFECTS

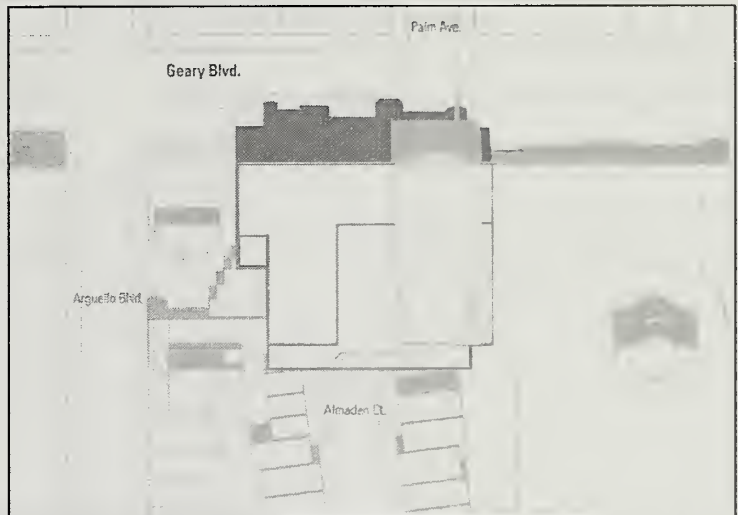
A shadow study evaluated the project's potential contribution to shadows in the project vicinity. Shadow patterns for the project, as well as existing buildings in the project area, are shown in Figures 26 through 29 for representative times of the day during the four seasons: during winter and summer solstices, when the sun is at its lowest and highest, and during spring and fall equinoxes, when the sun is at its midpoint. Shadow conditions from July through December mirror conditions from January through June (notwithstanding daylight saving time). The times selected for analysis are 10:00 AM, noon, and 3:00 PM Pacific Standard Time in December and March, and Pacific Daylight Time in June and September. The analysis includes shadow cast on streets, sidewalks, pedestrian areas, and adjacent buildings and paved lots in the area of potential project impact.

The proposed project's shadow boundary is outlined and has darker shading showing net new shade resulting from the project and shows the maximum shade effects on the project vicinity. The lighter shading shows the existing shadows in the project vicinity, which includes the existing Cornet Theater and nearby buildings.

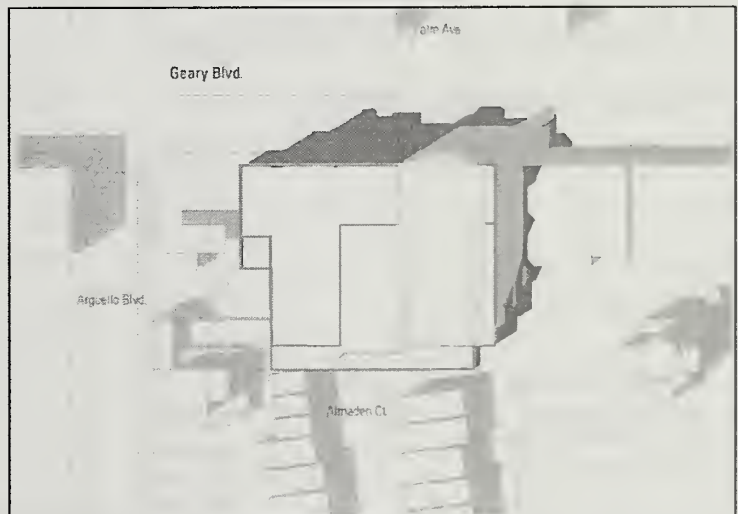
March 21 10:00 a.m. PST



March 21 12:00 Noon PST



March 21 3:00 p.m. PST



0 25' 50' 100'

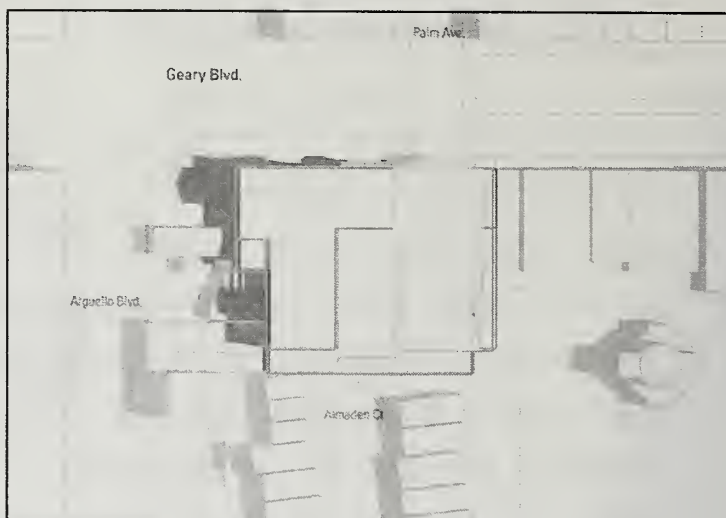
March 21

- Net Project Shadows
- Existing Shadows
- Proposed Project Building
- Existing Coronet Theater

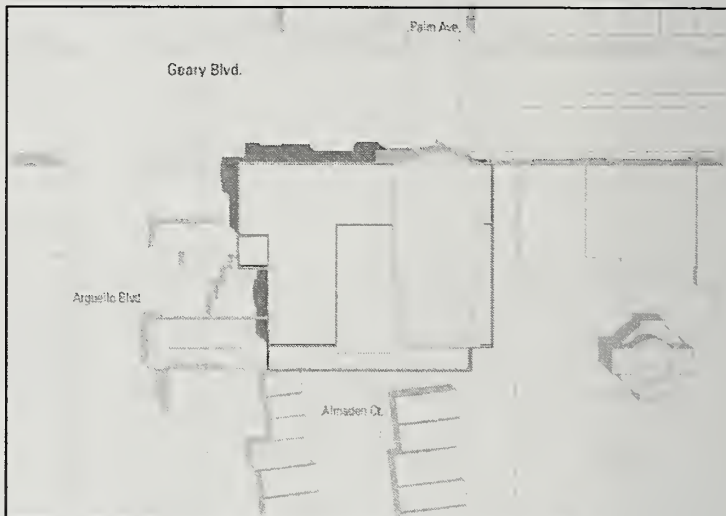
Source: BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 26: PROJECT SHADOW PATTERN ON MARCH 21 (10 A.M., NOON, 3 P.M. PST)

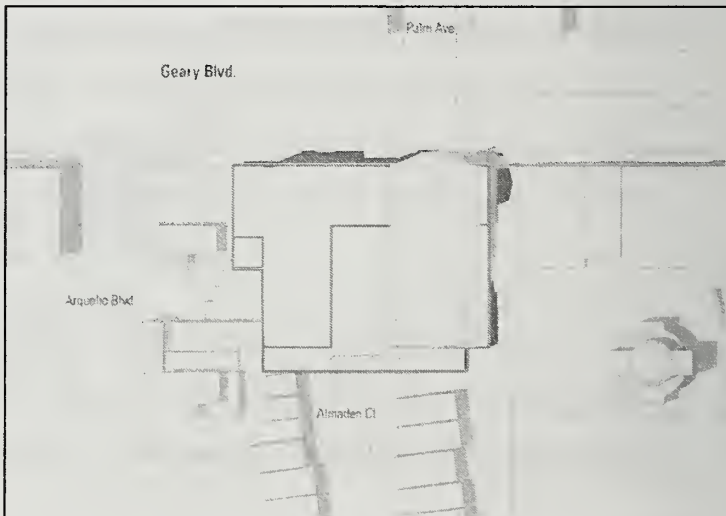
June 21 10:00 a.m. PST



June 21 12:00 Noon PST







June 21 3:00 p.m. PST



0 25 50 100

June 21

-  Net Project Shadows
-  Existing Shadows
-  Proposed Project Building
-  Existing Coronet Theater

Source: BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 27: PROJECT SHADOW PATTERN ON JUNE 21 (10 A.M., NOON, 3 P.M. PST)

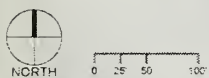
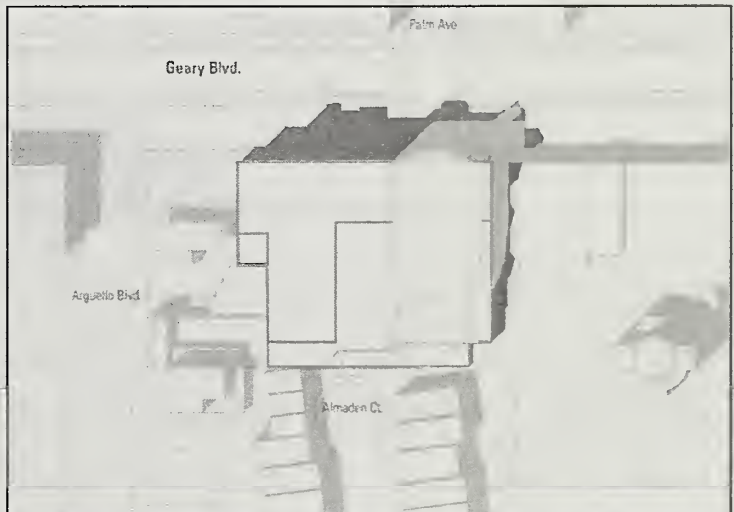
September 21 10:00 a.m. PST



September 21 12:00 Noon PST



September 21 3:00 p.m. PST



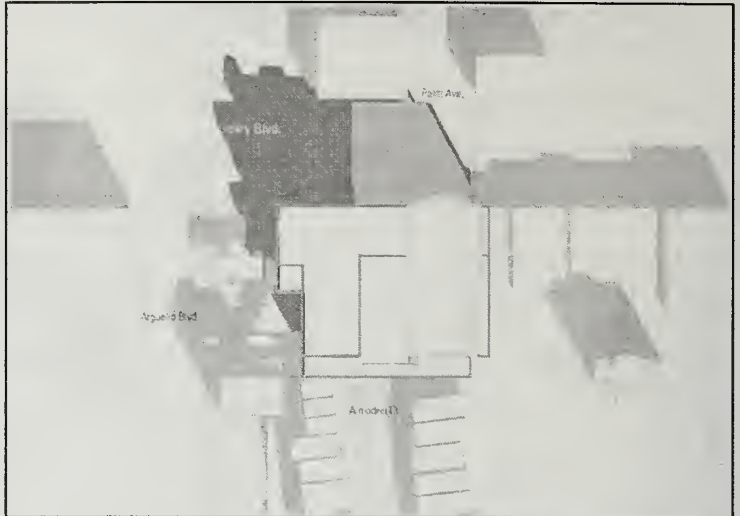
September 21

- Net Project Shadows
- Existing Shadows
- Proposed Project Building
- Existing Coronet Theater

Source. BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
 FIGURE 28: PROJECT SHADOW PATTERN ON SEPTEMBER 21 (10 A.M., NOON, 3 P.M. PST)

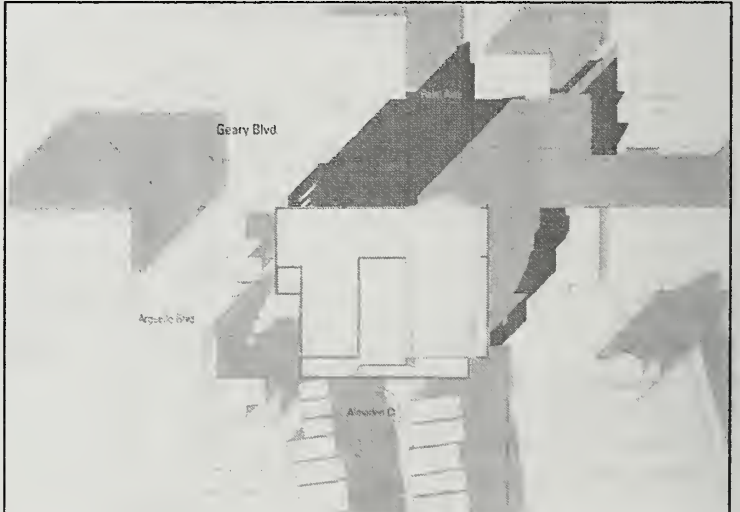
December 21 10:00 a.m. PST



December 21 12:00 Noon PST



December 21 3:00 p.m PST



December 21

- Net Project Shadows
- Existing Shadows
- Proposed Project Building
- Existing Coronet Theater

Source: BAR Architects, 2005

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 29: PROJECT SHADOW PATTERN ON DECEMBER 21 (10 A.M., NOON, 3 P.M. PST)

March 21

At 10:00 AM on March 21, the proposed project would shade in a northwesterly direction about 70 feet on the north side of Geary Boulevard, including the sidewalk, roadway, and small portions of the centerline median. Approximately 35 feet of net new shadow would also fall on the existing service station and service bay directly, and a small portion of the existing pet hospital west of the project site.

At noon, the project would shade about 60 feet on the north side of Geary Boulevard at Palm Avenue directly north of the project site, including the sidewalk, the roadway, and small portions of the centerline median.

At 3:00 PM, net new shadow would fall on about 60 feet of the north side of Geary Boulevard in a northeasterly direction, including sidewalks and the roadway. The project would also shade 50 feet of the adjacent retail building to the east of the project site.

June 21

At 10:00 AM on June 21, the project would shade about 20 feet of the sidewalk along Geary Boulevard between Arguello Boulevard and Palm Avenue and there would be net new shadows to the northwest. The project would not shade the Geary Boulevard roadway. The project would shade about 60 feet to the west of the site, including portions of the existing service station, service bay and paved lot, and a small portion of the pet hospital.

At noon, the project would cast about 25 feet of net new shadow to the north on the Geary Boulevard sidewalk directly fronting the proposed building. The project would also shade about 25 feet of the existing service station's paved lot and about 20 feet of the existing service bay and pet hospital to the west of the site.

At 3:00 PM, a total of approximately 20 feet on the Geary Boulevard sidewalk directly fronting the project site would lie in the shadow cast by the proposed building. About 20 feet

of the adjacent retail building to the east of the project site would be shaded by the proposed building.

September 21

At 10:00 AM on September 21, the project would shade in a northwesterly direction about 75 feet of net new shadow along the north side of Geary Boulevard, including the sidewalk and the centerline median.

At noon, the project would shade about 70 feet of the north side of Geary Boulevard, between Arguello Boulevard and Palm Avenue, including the sidewalk, the roadway, and a small portion of the centerline median. There would also be net new shadow on about 20 feet of the existing service station's paved lot and about 20 feet of the existing service bay and a small portion of the pet hospital to the west of the site.

At 3:00 PM, the project would shade in a northeasterly direction about 60 feet of net new shadow along Geary Boulevard, including sidewalks and the roadway. The project would also shade about 25 feet of the adjacent retail building to the east.

December 21

At 10:00 AM on December 21, the proposed project would cast about 170 feet of new shadow in a northwesterly direction on Geary Boulevard, including the sidewalk, roadway, centerline median, and a small portion of the surface parking lot at the northeast corner of Geary Boulevard and Arguello Boulevard. Additionally, the project would shade about 40 feet of the east of the site onto the existing service station's paved lot and the existing service bay.

At noon, the project would shade about 150 feet of net new shadow to the north, including sidewalks and roadways on both sides of the centerline median on Geary Boulevard, the roadway intersection at Geary Boulevard and Palm Avenue, and a small portion of sidewalks on Palm Avenue.

At 3:00 PM, the project would add about 210 feet of net new shadow north and northeast of the site, including sidewalks and roadways on both sides of the centerline median on Geary Boulevard, the roadway intersection and sidewalks on Palm Avenue at Geary Boulevard, and Geary Boulevard and existing retail and commercial uses further northeast of the site mid-block on the north side of Geary Boulevard between Palm Avenue and Jordan Avenue. About 100 feet of shadow would occur directly east of the site onto existing retail and commercial uses on the south side of Geary Boulevard.

EFFECTS ON OPEN SPACE, STREETS, AND SIDEWALK

No public open space would be affected by the proposed project. The net new shading of street and sidewalks and adjacent properties that would result from the proposed project would be limited in scope and would not increase the total amount of shading above levels that are common and generally accepted in urban areas. For these reasons, the proposed project would not result in significant shadow effects nor would it contribute to significant cumulative shadow effects.

EFFECTS ON SOLAR PANELS

During the public scoping meeting for the EIR held on December 15, 2005, a comment identified existing solar panels at 184 Palm Avenue. More specifically, there was a concern that solar panels at 184 Palm Avenue, located about 200 feet northeast of the project site, could be affected by project shadows. The longest shadows cast by the proposed project in a northeasterly direction would occur on December 21. Between noon and 3:00 PM, net new shadow to the northeast would range from about 135 feet to 245 feet in length. Between noon and 2:30 PM, the net new shadow would be up to about 190 feet long, and would not reach 184 Palm Avenue. At 3:00 PM, the shade angle would not be near 184 Palm Avenue. Figure 29 shows that the project shadow would not reach 184 Palm Avenue, which would be north of the area shown in the map. The proposed project would shade the frontage of 3540 Geary Boulevard on December 21. The proposed project would not cast new shade on the property at 184 Palm Avenue. Therefore, based on the shadow study (Figures 26 through 29), the

III. Environmental Setting and Impacts
F. Shadows

project would not generate any new shadowing that could affect the potential viability of solar panels for any other residential structures.

G. GROWTH INDUCEMENT

Growth inducement analyses under CEQA considers the ways in which proposed projects could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.¹ Projects that are traditionally or most commonly considered growth inducing are those that would remove obstacles to population growth (for example, a major expansion of a wastewater treatment plant may allow for more construction in its service area, or a new freeway may allow growth at freeway exits).

Growth in the area is an inherent element of the proposed project. The basic premise of the project is to alter the land use, density, and character of the project site by providing a consolidated health services facility and affordable and supportive housing units for independent seniors. If successfully implemented, the proposed project would be expected to create additional population, employment, and housing growth in the project area, which are generally beneficial economic impacts.

As discussed in Section III.C. Population, Employment, and Housing, the project area lies within Census Tract 156. Businesses located within Census Tract 156 represent about 0.28 percent of the jobs in San Francisco. With implementation of the proposed project, there would be an increase of approximately 100 new jobs and total jobs in Census Tract 156 would be expected to grow to about 5 percent, which would be less than one percent of the citywide employment by the year 2010.

With the anticipated 150 new affordable and supportive housing units for independent seniors, housing units in Census Tract 156 would increase by approximately 12 percent, which would represent less than one percent increase in the City's overall housing stock. Implementation of the proposed project would not represent a significant growth in employment or housing in the context of the City as a whole.

¹ CEQA Guidelines, Section 15126.2(d).

This discussion considers how adopting the proposed project would affect growth elsewhere in San Francisco. The proposed project would replace the existing Coronet Theater (now closed) and remove the surface parking lot. With implementation of the health services facility and affordable and supportive housing units for seniors, total jobs at the project site would grow due to the new senior health services and office uses at the site. The addition of approximately 122,143 gsf of senior health services and office space at the site would employ approximately 103 people, for an increase in daily population at the project site by approximately 99 employees. However, this increase would not be expected to create new senior health services and office jobs in San Francisco because those jobs would be relocated to the project site from existing IOA facilities at 3600, 3626, and 3330 Geary Boulevard nearby to the project site. As discussed in Section III.C. Population, Employment, and Housing, these facilities combined could accommodate 100 new employees, leading to an increase of 100 jobs in the citywide context. The addition of these potential new jobs would constitute less than one percent of the citywide employment. Therefore, the proposed project would not cause substantial growth or concentration in employment that would result in significant growth-inducing impacts related to employment.

The proposed project would provide approximately 122,143 gsf of residential space with a maximum 150 units, 30 of which would be supportive housing units for seniors with special needs and 120 of which would be affordable senior housing units. With anticipated new housing construction, the proposed project would increase the City's overall housing stock. However, implementation of the proposed project would not represent a significant growth in housing in the context of the City as a whole.

The project area has historically seen neighborhood commercial and mixed uses along the Geary Boulevard Corridor and low to medium density single and multi-family residential units. The project area would continue to provide neighborhood commercial and residential uses. The proposed project would seek to consolidate three existing IOA facilities in San Francisco and increase the number of senior special needs and senior affordable housing opportunities and residents. This added development would be considered to improve the

underutilized project site by developing additional office, senior health services and senior special needs and affordable housing to the City.

As discussed in Section III.A. Land Use, Plans, and Zoning, the project would have a taller scale and higher density compared to other nearby uses in the immediate vicinity of this segment of Geary Boulevard, in part responding to the use of a relatively large site and consistent with what existing zoning controls allow. The leased space now occupied by IOA at 3600 and 3626 Geary Boulevard (identified on Figure 1, p. II-2,) would become vacant upon completion of the proposed project. (A third leased space at 3330 Geary Boulevard would also become vacant upon completion of the project, but is located within the 40-X Height and Bulk district). If the spaces which would be vacated by IOA nearby were reused at intensities similar to present patterns, approximately 100 additional jobs and associated visitor trips may be generated. It is also possible that these spaces could be reused at lesser intensities or may be unattractive to lease as presently configured. The NC-3 Moderate Scale Neighborhood Commercial Use District and the 80-A Height and Bulk district in this part of the Geary Boulevard corridor extends from about mid-block between Palm Avenue and Jordan Avenue (on the east of the project site), to mid-block between 2nd Avenue and 3rd Avenue (on the west of the project site). It is possible that the sites which IOA vacates or other similarly zoned parcels along Geary Boulevard could be developed at a similar scale as with the proposed project, consistent with what current zoning controls allow. For example, it is possible that those buildings would remain vacant, and property owners would consider demolition of the existing one and two story buildings and propose larger scale buildings with residential or other mixed uses, up to the 80-foot height limit. Such land use changes would depend on many factors, including the feasibility of taller buildings on different size sites, potential property amalgamation, the market for such new uses, and land use and design decisions that would be reviewed by the Planning Department and Planning Commission. The proposed project would not create new infrastructure that would in itself support larger-scale development in the vicinity, and, as noted, the existing zoning controls permit such development.

IV. MITIGATION AND IMPROVEMENT MEASURES

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the project. The EIR did not identify any mitigation measures because there were no impacts found to be potentially significant. Mitigation measures identified in the Initial Study would be required by decision makers as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record. Implementation of some measures may be the responsibility of public agencies. Improvement measures are suggested to reduce adverse environmental effects not otherwise identified as significant environmental impacts. Mitigation and improvement measures would be made applicable to the project as part of specific project review. Each mitigation measure from the Initial Study is listed below.

A. CONSTRUCTION AIR QUALITY

MITIGATION MEASURE 1: CONSTRUCTION AIR QUALITY

The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

B. HAZARDS

MITIGATION MEASURE 2: HAZARDS

In addition to local, state, and federal requirements for handling hazardous materials, USTs, and soil and groundwater containing chemical contaminants, the project sponsor shall enter into a remedial action agreement with the Department of Public Health pursuant to Health and

Safety Code Section 101480 et seq. At a minimum, the project sponsor shall undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

- a. In the event that contamination is visually discovered during construction activities, the project sponsor shall be required to conduct a Phase II Environmental Site Assessment. This investigation shall involve the collection and analysis of soil and groundwater samples as directed by the site assessment consultant. Sampling shall extend at least to depths proposed for excavation, and samples shall be tested for elevated levels of petroleum hydrocarbons, VOCs, or lead, if any. Soil and/or groundwater samples shall be collected throughout the project site as directed by the site assessment consultant. This assessment shall be completed by a Registered Environmental Assessor, Registered Geologist, Professional Engineer, or similarly qualified individual prior to initiating any further earth-moving activities at the project site.

If it were determined by sample collection and analysis that petroleum hydrocarbons, VOCs, or lead is present in soil and/or groundwater samples, the impacted materials shall be segregated and stockpiled separately from non-impacted soils throughout the construction phase. If deemed necessary by the local oversight agency, some impacted materials shall be mitigated prior to construction. Soils with elevated petroleum hydrocarbon, VOC, or lead concentrations may require excavation and off-site disposal. Soils with concentrations above regulatory threshold limits for petroleum hydrocarbons, VOCs, or lead shall be disposed of off site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of DTSC, RWQCB, or the San Francisco Department of Public Health.

- b. A health risk assessment shall be performed to evaluate the potential exposure of VOC vapors from groundwater at the site as a result of the existing groundwater contamination from the adjacent Chevron station. Recommended mitigation based on the risk assessment shall be implemented by the project sponsor to reduce potential exposure to VOC vapors to a less-than-significant level, if deemed necessary.

Prior to any demolition or excavation at the project site the project sponsor shall conduct surveys to identify any potentially hazardous materials (e.g., asbestos lead-based paint, PCBs, mercury) in existing buildings or building materials. At a minimum, these surveys shall identify any hazardous materials that would require removal and disposal prior to demolition. These surveys shall be completed by a state registered inspector or a similarly qualified individual.

- c. All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and the health risk analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps

taken to comply with the mitigation measure and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

C. ARCHAEOLOGICAL RESOURCES

MITIGATION MEASURE 3: ARCHAEOLOGICAL RESOURCES

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant

archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- b) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the

encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are

Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

D. TRANSPORTATION

IMPROVEMENT MEASURE 1: TRANSPORTATION

In order to minimize the possibility that more than two shuttle vans are stationed at the project site at any given time, and to minimize potential traffic impacts and MUNI operations associated with these vehicles during the morning or afternoon periods, the project owner or its designated transportation contractor will commit to the following improvement measure as part of the conditions of approval:

- Establish morning drop-off and afternoon pick-up periods of sufficient length to accommodate these activities at the project site: 10 minutes for every two vans in the morning and 20 minutes for every two vans in the afternoon;
- Prohibit the designated contractor from having vans arrive at the site prior to the start of drop-off or pick up activities at the center;

IV. Mitigation and Improvement Measures

- Enforce the drop-off and pick up minimum two-van headways: 10-minutes in the morning and 20 minutes in the afternoon;
- Ensure that all vans either return to their base of operations or that the designated contractor perform other services for clients unrelated to IOA after IOA transportation services are provided, and
- Require that freight deliveries be scheduled outside the passenger drop-off and pick up periods (8:30 to 10:30 AM and 2:00 to 3:30 PM).

The transportation improvements listed above would be included as part of the Planned Unit Development authorization as a condition of approval and would be recorded as a notice of special restriction.

V. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100 (b)(2)(A) and 21100.1(a) of the California Environmental Quality Act (CEQA), and Section 15126.2(b) of the State CEQA Guidelines, the purpose of this chapter is to identify significant impacts that could not be eliminated or reduced to an insignificant level by implementing mitigation measures included as part of the project or by other mitigation measures that could be implemented, identified in Chapter IV, Mitigation Measures. This chapter is subject to final determination by the Planning Commission as part of the certification process for the EIR. If necessary, this chapter will be revised in the Final EIR to reflect the findings of the Planning Commission.

As documented in Chapter III, Sections A through G, implementation of the proposed project would not result in significant unavoidable impacts or significant impacts that could not be reduced to an insignificant level through implementation of mitigation measures. Chapter IV, Mitigation and Improvement Measures lists the mitigation measures identified in the Initial Study and the improvement measures that would be implemented with the project to reduce or avoid potential environmental effects related to construction air quality, hazards exposure, archaeological resources, and transportation.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

As stated in Section 15126.6 (a) of the *CEQA Guidelines*, “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

This section identifies potentially feasible alternatives to the proposed project and discusses potential environmental impacts associated with these alternatives. Project decision makers could approve an alternative instead of the proposed project, if that alternative would substantially reduce or eliminate significant impacts of the project, and is determined feasible. The determination of feasibility will be made by project decision makers on the basis of substantial evidence in the record, which shall include, but not be limited to, information presented in this Draft EIR and in comments received on the Draft EIR.

Three alternatives are evaluated in this section: Alternative A: No Project, Alternative B: No-Demolition Alternative, and Alternative C: Reduced Height Alternative. Alternatives B and C could be implemented under the *Planning Code* but would require many of the same approvals as the proposed project. All of the project alternatives analyzed in this section are considered potentially feasible.

Neither IOA nor BRIDGE owns any other sites that could accommodate the project. No alternative sites, including those sites which IOA currently leases, have been identified where the project could be constructed and meet the project sponsor’s objectives, and where the project’s environmental effects would be substantially lessened or avoided. Therefore, an off-site alternative is not considered.

A. ALTERNATIVE A: NO PROJECT

DESCRIPTION

The No Project Alternative would entail no physical land use changes at the project site. The existing Coronet Theater would not be demolished, and no new senior health service facilities

or senior housing units would be developed. This alternative would not preclude future proposals for development of the project site.

IMPACTS

If the No Project Alternative were implemented, none of the impacts or benefits associated with the proposed project would occur. The existing Coronet Theater would not be demolished, and the existing parking lot would be retained on site. Institute on Aging activities at 3600, 3626, and 3330 Geary Boulevard would be expected to continue at those locations.

The environmental characteristics of this alternative would generally be as described in the environmental setting sections of Section III. Land uses, visual quality and urban design, circulation, parking, population and housing, and other physical characteristics of the site would not immediately change, except as a result of nearby development.

Since the Coronet Theater closed in March 2005, it could be demolished and the area could be redeveloped according to *Planning Code* regulations. The project site is within the NC-3 District, which generally provides convenience goods and services to the surrounding neighborhood, as well as to a population greater than the immediate neighborhood. A wide variety of uses are permitted, including retail, eating and drinking establishments, financial services, office, hotel, entertainment and institutional uses and multi-family residential uses above the ground floor. In this case, the No Project Alternative could result in development similar to what is proposed, including new retail, mixed-use, residential, and/or social service uses. If the existing conditions of IOA's lease agreement with Regal Cinemas (which stipulates that the building may no longer be operated as a theater upon termination of the lease) were to change, the Coronet Theater could be reopened and operated under different management. In this case, conditions under the No Project Alternative would not differ from existing conditions present at the project site prior to March 2005, when the Coronet was in operation.

The No-Project Alternative would not implement any of the proposed project components, and therefore would not meet the objectives of the project.

B. ALTERNATIVE B: NO-DEMOLITION ALTERNATIVE

DESCRIPTION

The No-Demolition Alternative would retain the existing Coronet Theater. The property occupied by the existing theater would be subdivided from the larger parcel of the parking lot. The No-Demolition Alternative would assume that the Coronet Theater would be sold to a third party to own and operate as a movie theater or other use compatible with the structure of the building. The remaining parking lot parcel would be developed with a new building in an attempt to meet the project objectives.

The No-Demolition Alternative would concentrate the project program on the parking lot adjacent to the Coronet Theater. The new building with this alternative would have a below-grade parking garage with 38 parking spaces (compared to 67 parking spaces in the proposed project) and one drop-off area for the IOA van service (compared to two van spaces at the porte-cochere in the proposed project). The IOA program and office spaces would total about 41,600 square feet (compared to 55,457 gross square feet in the proposed project) and would be on the first, second, and approximately one-half of the third floor. The first floor of the building would also include a lobby and elevator core for the IOA's housing units, a lobby and elevator core for the BRIDGE housing units, a lobby and reception area of the IOA office and program space, various service components (mechanical, electrical, gas, and trash rooms) and two open space areas. The second floor would also include a 2,490 square foot terrace on the south side of the building. The remaining half of the third floor would include 14 IOA housing units (compared to 30 IOA housing units in the proposed project), a warming kitchen, and staff room. There would be no open space on the third floor.

Floors 4 through 7 would be comprised of 61 BRIDGE housing units (compared to 120 BRIDGE housing units in the proposed project). The fourth floor would have a small community room and open terrace for the BRIDGE units. The seventh floor would include an additional community room with a small open common balcony as well as a 2,396 gross square foot common open terrace.

Overall, the No-Demolition Alternative would be about two-thirds of the IOA program space, and about one-half of the IOA and BRIDGE housing units as with the proposed project.

The new building with the No-Demolition Alternative would be 80 feet tall and seven stories (compared to 72 feet tall and six stories with the proposed project). The Geary Boulevard elevation of the first floor would be comprised largely of service doors (related to utility rooms), the parking garage ramp and entry doors for the lobby areas. There would be no IOA program space or offices fronting directly on Geary Boulevard. This alternative would use the allowable building envelope to the maximum extent possible while still allowing for sufficient light and air to the residential units. A rear yard totaling 25 feet (similar to the proposed project) would separate the building from the Almaden Court property line.

IMPACTS

This alternative would have characteristics similar to those of the proposed project, and its potential environmental effects—except as noted below—would be the same as described for the project in Section III, Environmental Setting and Impacts, and the Initial Study, Appendix A. Mitigation and improvement measures described in Section IV would also apply to this alternative. Differences between the proposed project and this alternative, with respect to effects on visual quality, local traffic, historic resources, and shadows are discussed below.

Visual Quality

As described above, the new building with the No-Demolition Alternative would be 80 feet tall and seven stories in height compared to 72 feet tall and six stories with the proposed project. The height of the new building would further change the existing views of the project site from viewpoints, as it would be substantially taller than the surrounding one-, two-, and three-story commercial and residential structures. For the purpose of comparison of visual effects, Figures 15-18 (pp. III.B-5 through III.B-12), show views of the existing project site and visual simulations of the proposed project and provide information for potential visual effects of this alternative. In a view east on Geary Boulevard similar to Figure 15B (p. III.B-6), the alternative would be visible, but with more massing on the west side of the site and approximately one-story taller. The Coronet Theater would be partially visible to the east.

From Palm Avenue, in a view similar to Figure 16B (p. III.B-8), the Coronet Theater would remain in view, with the new building one-story taller than the proposed project and to the west, which would be visible looking to the south. The taller element with this alternative would reduce some sky exposure in this view, but would not change a major scenic view. From Almaden Court looking north, as with the proposed project (as shown in Figure 17B, p. III.B-10), the alternative would block existing north-facing views of the hills of the Presidio and Roosevelt Middle School from Almaden Court and Rossi Playground. The eight-story element with this alternative would be more visible on the western part of the site than the six-story proposed project. The alternative, as with the proposed project, would block views of the Presidio hills from this location. The alternative would reduce sky exposure from this view, to a somewhat greater extent than with the proposed project. The sky plane above the existing Coronet Theater in the eastern portion of the site would remain visible in this view. In general, the new building with this alternative would be more visible in the Rossi Playground views than the proposed project (as shown in Figure 18B, p. III.B-12). As discussed in Section III.B. Urban Design and Visual Quality, such changes in views from Almaden Court could be considered undesirable by residents and visitors on Almaden Court, but would not be considered a significant effect on a major scenic view from a public area because the area surrounding the project site is already urbanized, the changes on Almaden Court would affect a relatively limited area, and some obstruction of views commonly occurs in urban environments. From close in views from portions of Rossi Playground, this alternative would also change some distant views of the hills of the Presidio. This would be a noticeable change from locations in that public open space, but would represent a small change in views of other areas of San Francisco, the hills to the north, and sky exposure from Rossi Playground. As noted above, the eight-story building would not differ from the proposed project in relation to changes in effects on views of the Presidio hills looking north of Almaden Court from this location in Rossi Playground. The sky plane above the existing Coronet Theater in the eastern portion of the site would remain visible in this view. Given the existing urbanized setting around Rossi Playground and views of the urban landscape and Presidio hills available from other areas of Rossi Playground, this limited change would not be a substantial adverse effect to a scenic view. Such changes within the park would be expected

as part of in-fill or redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality.

The new building with this alternative would generally meet the existing height and bulk controls established for the site but would be larger in height than existing nearby development on Geary Boulevard; however, this alternative, similar to the proposed project, would not substantially change views of scenic areas, such as the hills of the Presidio, seen from public locations on Geary Boulevard. Such changes would be expected as part of in-fill or redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality.

While the No-Demolition Alternative would be a taller structure on part of the site, and would be more visible in viewpoints from the south, north, and west, in the center of this developed urban area, it would not have a significant adverse impact on visual quality.

Traffic

With the No-Demolition Alternative, there would be an approximate 40 percent reduction in the number of parking spaces, associated with a 25 percent reduction in total IOA program space, and an approximate 50 percent reduction in both affordable senior housing units and supportive housing units for seniors with special needs compared to the proposed project. As described in the *Final Transportation Study*¹, the proposed project would not result in significant traffic or transit impacts. Similarly, because of the reductions in the proposed land uses under the No-Demolition Alternative, it is expected that there would be less traffic or transit demand at the local intersections compared to the proposed project.

The No-Demolition Alternative would replace the existing 93-space parking lot with a building garage that would accommodate 38 parking spaces. The *Planning Code* would require the No-Demolition Alternative to provide a total of 98 off-street parking spaces, including 15 spaces for senior residential uses, plus 83 spaces for IOA's senior health services uses. As the No-Demolition Alternative would provide a total of 38 parking spaces, the residential

¹ Wilbur Smith and Associates. *3575 Geary Boulevard Senior Center and Senior Housing Transportation Study. Final Report.* August 4, 2004.

portion of the development would comply with the parking requirement (15 spaces). However, similar to the proposed project, with this alternative a modification of the parking requirement for IOA's senior health services uses would be necessary (23 spaces supplied versus 83 spaces required) based on the fact that the *Planning Code* does not take this specialized health service use demand into account. The *Planning Code* would also require that one handicap-accessible parking space be provided with this alternative, which is one less than that required with the proposed project.

The No-Demolition Alternative would be estimated to generate a total parking demand of 44 off-street spaces during the midday, including demand of about 12 spaces for senior housing uses and 32 spaces for IOA's program uses. During the evening, the No-Demolition Alternative would be estimated to generate a total parking demand of 92 spaces, including 15 spaces for senior housing uses, and 77 spaces for occasional seminars, meetings, and trainings. As the building garage with this alternative would provide 38 parking spaces, the parking demand generated under this alternative (which would be less than the demand generated under the project), would not be met in the midday for the IOA program uses as 32 spaces are needed, but only 26 spaces would be accommodated (since 12 spaces would be used for residential parking). Similar to the proposed project, during occasional weekday evening and weekend IOA program uses, 77 spaces are needed but only 23 spaces would be accommodated (since 15 spaces would be used for residential parking) resulting in a parking shortfall. Since the Coronet Theater would remain under this alternative, during its peak hours of use, parking demand could exceed the available supply of parking spaces at the project vicinity, as the alternative would remove the existing 93 spaces now available for theater patrons. (About 23 occupied parking spaces were observed after 6:30 PM and were assumed to be occupied by theater patrons. This parking would be displaced with the No-Demolition Alternative, creating an additional demand of parking not associated with the proposed uses under this alternative.)

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking

spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impact, such as increased traffic impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed in Section III.D. Transportation, the project area is accessible by Golden Gate Transit and MUNI service lines and Citywide Bicycle Routes 65 and 20. Additionally, about 670 on-street parking spaces are available within the study area.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking further away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the

associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Thus, a parking shortage is not considered to be a permanent condition and is also not considered to be a physical environmental impact even though it is understood to be an inconvenience to drivers. Therefore, the creation of or an increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant environmental effect under CEQA. In the absence of such physical environmental impacts, CEQA does not require environmental documents to propose mitigation measures solely because a project is expected to generate parking shortfalls.

Historic Architectural Resources

As discussed in Chapter III.E, Historic Architectural Resources, Carey & Company evaluated the Coronet Theater and found that the building is not a significant historic resource under CEQA.² As described, the No-Demolition Alternative would retain the Coronet Theater. The theater would be sold to a third party to own and operate as a movie theater or other use compatible with the structure of the building. The alternative would preserve an older single-screen theater with some defined architectural character, and would not result in significant adverse effects on a historic resource.

Shadows

With the No-Demolition Alternative, a new building would replace the existing 93-space parking lot with an 80-foot tall building, versus the 72-foot tall building proposed with the project, representing an approximate 10 percent increase in the building height. As the Coronet Theater would remain, these new shadows would be 10 percent larger than the proposed project from new construction on the western portion of the site (as shown in Figures 26 through 29), and would primarily shade streets and sidewalks on the western

² Carey & Company. *3575 Geary Boulevard Senior Center and Senior Housing Final Cultural Resource Report*. August 2, 2004.

portion of the site. This alternative would not be expected to shade open space in the project area.

The No-Demolition Alternative would meet some of the project objectives to: combine IOA's and BRIDGE's services in a new building to offer senior health services and senior housing, provide the IOA service spaces at grade level, make available meeting space for various IOA uses, and provide off-street loading and unloading areas and parking. The No-Demolition Alternative would not meet the project objectives to: replace an underutilized and economically unviable theater, provide more efficient senior health services and economically feasible supportive housing to seniors with special needs (only 14 such units would be provided), or to provide economically feasible affordable senior housing units (only 61 such units would be provided).

C. ALTERNATIVE C: REDUCED HEIGHT ALTERNATIVE

DESCRIPTION

The Reduced Height Alternative would represent one version of a project program with a reduced height. Other reduced height alternative variants are also possible. The Reduced Height Alternative would maintain the footprint of the proposed project but would eliminate the fifth and sixth floors (as proposed under the project) to be a four story, approximately 50-foot tall building, representing a reduction in height of 22 feet compared to the proposed project. As with the proposed project, the Reduced Height Alternative would demolish the Coronet Theater and occupy its site as well as the existing adjacent 93-space parking lot.

With development of the Reduced Height Alternative, a below-grade parking garage would be constructed with 54 parking spaces (compared to 67 parking spaces under the proposed project). Floors one and two would retain the size (approximately 55,457 gsf) and layout of the IOA program as under the proposed project, which would also include the porte-cochere. The IOA program and office spaces would remain as planned in the current proposal, with program, office, and meeting space in a portion of the below grade garage, most of the first floor, and a portion of the second floor. The first floor of the building would also include a

lobby and elevator core for IOA's housing units, a lobby and elevator core for the BRIDGE housing units, a lobby and reception area for the IOA office and program space, various service components (mechanical, electrical, gas, and trash rooms) and open space areas. The remaining portion of the second floor not occupied by IOA's office and program space would be comprised of IOA's 30 senior housing units for seniors with special needs, a warming kitchen, and a staff room.

The third and fourth floors would be comprised of 56 BRIDGE housing units for low income seniors (compared to 120 BRIDGE housing units under the proposed project). The third floor would have a terrace, and the fourth floor would have a community room and a small open terrace for use by residents of the affordable BRIDGE senior housing units. The fourth floor would also contain BRIDGE's management offices, a laundry room, and a smaller community space. A rear yard totaling 25 feet (similar to the proposed project) would separate the building from the Almaden Court property line.

Overall, the Reduced Height Alternative would have the same amount of IOA program space and IOA-owned senior housing units for seniors with special needs as the proposed project, but would have 64 fewer affordable senior housing units than the proposed project, and 13 fewer parking spaces than the proposed project.

IMPACTS

The Reduced Height Alternative would have characteristics similar to those of the proposed project, and its potential environmental effects—except as noted below—would be the same as described for the proposed project in Section III, Environmental Setting and Impacts, and the Initial Study, Appendix A. Mitigation and improvement measures described in Section IV would also apply to this alternative. Differences between the proposed project and this alternative, with respect to effects on visual quality, local traffic, historic resources, and shadows are discussed below.

Visual Quality

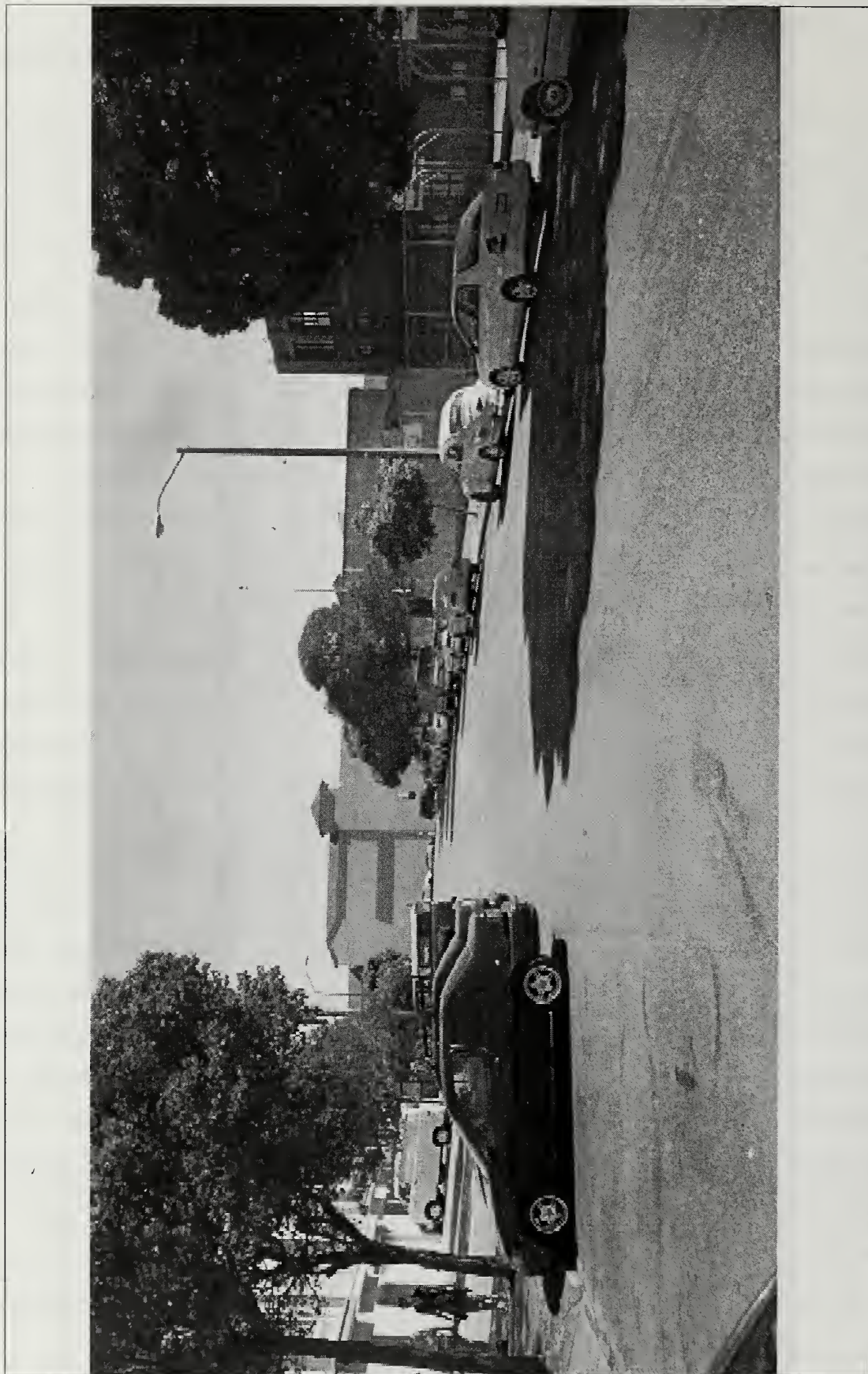
As described above, the new building with the Reduced Height Alternative would be 50 feet tall and four stories in height, compared to 72 feet tall and six stories as proposed with the project. As with the proposed project, the height of the new building under the Reduced Height Alternative would change the existing views of the project site from key viewpoints, as it would be taller than the surrounding one-, two-, and three-story commercial and residential structures. Figures 30 through 33 (pp. VI-13 through VI-16) illustrate simplified massing illustrations of the Reduced Height Alternative at the same viewpoints shown for the proposed project in Figures 15B through 18B (pp. III.B-6 through III.B-12). Figures 30 (p. VI-13) and 31 (p. VI-14) depict views of the new building with the Reduced Height Alternative from Geary Boulevard/Arguello Boulevard and from Palm Avenue, respectively. Those figures can be compared to Figures 15B (p. III.B-6) and 16B (p. III.B-8), which depict the proposed project at those two locations. As with the proposed project, the new building with this alternative would change the character of this area of Geary Boulevard. On those views, the Reduced Height Alternative would have more limited effects on sky exposure, compared to the proposed project. As with the proposed project, the Reduced Height Alternative would also not change major scenic views from those locations on Geary Boulevard or Palm Avenue.

Figure 32 (p. VI-15) can be compared to Figure 17B (p. III.B-10), which is a view looking north from Almaden Court. With this alternative, the 50-foot tall building would block existing north-facing views from Almaden Court of the Roosevelt Middle School and the distant views of the hills of the Presidio. As can be seen in Figure 17B (p. III.B-10), similar to the proposed project, the Reduced Height Alternative would block views of the hills to the north, but the Reduced Height Alternative would have more limited effects on sky plane exposure. As shown in Figure 33 (p. VI-16), the 50-foot tall building would block most of the existing view of Roosevelt Middle School. The upper portion of the Roosevelt Middle School tower would remain visible at this location with the Reduced Height Alternative. As shown in Figure 18B (p. III.B-12), the proposed project would block the view of all the Roosevelt Middle School building. In general, the new building with this alternative would be taller than



SOURCE Square One Productions 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 30: VIEW EAST FROM GEARY BOULEVARD AT ARGUELLO BOULEVARD - REDUCED HEIGHT ALTERNATIVE



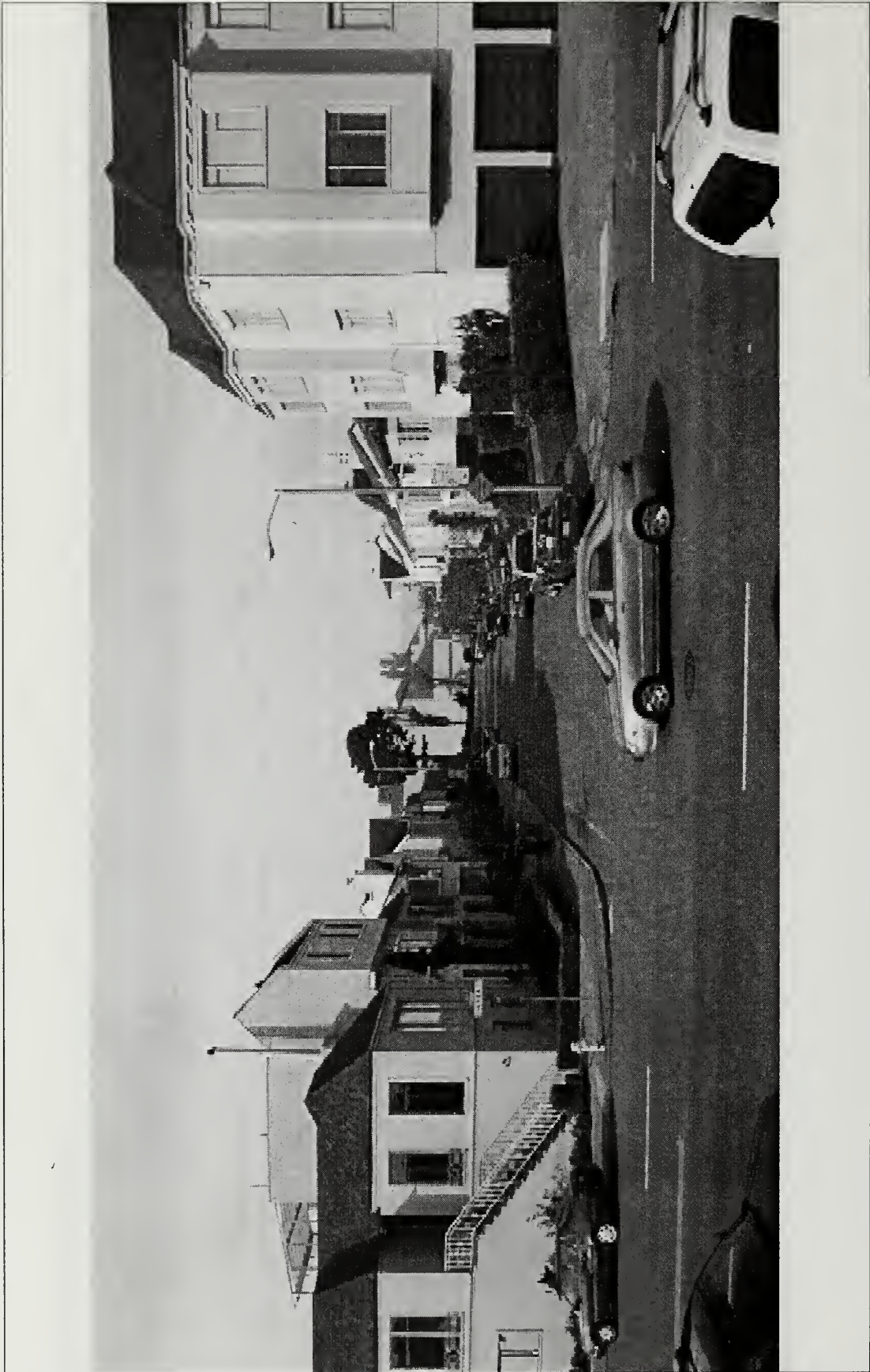
SOURCE: Square One Productions, 2004.

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 31: VIEW SOUTH FROM PALM AVENUE - REDUCED HEIGHT ALTERNATIVE



SOURCE Square One Productions 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 32: VIEW NORTH FROM ALMADEN COURT - REDUCED HEIGHT ALTERNATIVE



SOURCE: Square One Productions, 2004.

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & SENIOR HOUSING PROJECT
FIGURE 33: VIEW NORTH FROM ROSSI PLAYGROUND AT ANZA STREET - REDUCED HEIGHT ALTERNATIVE

surrounding existing buildings similar to the proposed project, but would be less prominent from the Almaden Court and Rossi Playground views than the proposed project.

The building with this alternative would generally meet the existing height and most bulk controls established for the site. It would be larger in height than existing nearby development on Geary Boulevard; however, it would not substantially change views of scenic areas, such as the hills of the Presidio, seen from public locations on Geary Boulevard. As with the proposed project, the building with this alternative would result in a noticeable change in views from Almaden Court, including some views from private yards associated with residences on that street, and could be an undesirable change for residents or visitors on Almaden Court. Further, as with the proposed project, the building with this alternative would change some distant views of the hills of the Presidio from Rossi Playground that would be a noticeable change from locations in that public open space. Given the existing urbanized setting around Rossi Playground, and the availability of other long range views from the park, this limited change would not be a substantial adverse effect in a scenic view. Such changes within the park would be expected as part of in-fill or redevelopment of the site in an urbanized area, and would not be considered a significant adverse effect on visual quality. Therefore, as with the proposed project, the Reduced Height Alternative would not result in a significant adverse impact on visual quality.

Traffic

As with the proposed project, the Reduced Height Alternative would demolish the existing Coronet Theater building and its 93-space surface parking lot and replace it with the 50-foot tall building and below grade parking garage that would accommodate 54 parking spaces. As described in the *Transportation Study*, the proposed project would not result in significant traffic or transit impacts.³ With the Reduced Height Alternative, there would be an approximate 19 percent reduction in the number of parking spaces compared to the proposed project, no change in total IOA program space, and an approximate 47 percent reduction in

³ Wilbur Smith Associates. *3575 Geary Boulevard Senior Center and Senior Housing Transportation Study. Final Report.* August 4, 2004.

affordable senior housing units compared to the proposed project. Similarly, because of the reductions in the intensity of proposed land uses under the Reduced Height Alternative, it is expected that there would be less traffic or transit demand at the local intersections compared to the proposed project.

The Reduced Height Alternative would replace the existing 93-space parking lot with a building garage that would accommodate 54 parking spaces. The *Planning Code* would require the Reduced Development Alternative to provide a total of 125 off-street parking spaces, including 17 spaces for senior residential uses, plus approximately 108 spaces for IOA's senior health service uses (which would be the same as with the proposed project). As the Reduced Development Alternative would provide a total of 54 parking spaces, the residential portion of the development would comply with the parking requirement (17 spaces). However, similar to the proposed project, with this alternative a modification of the parking requirement for IOA's senior health services uses would be necessary (37 spaces supplied versus approximately 108 spaces required) based on the fact that the *Planning Code* does not take this specialized health service use demand into account. Similar to the proposed project, the *Planning Code* would also require that two handicap-accessible parking spaces be provided with this alternative.

The Reduced Height Alternative would be estimated to generate a total parking demand of 46 off-street spaces during the midday, including about 14 spaces for senior housing uses, and about 32 spaces for IOA program uses. During the evening, the Reduced Height Alternative would be estimated to generate a total parking demand of 94 spaces, including 17 spaces for senior housing uses, and 77 spaces for occasional seminars, meetings, and trainings. As the building garage with this alternative would provide 54 parking spaces, the parking demand generated under this alternative in the midday, which would be less than that generated by the proposed project, would be met for the IOA program uses (32 spaces are needed and 40 spaces would be accommodated in the parking garage in the midday since 14 spaces would be used for residential parking). Similar to the proposed project, parking demand for occasional weekday evening and weekend IOA program uses would not be met with this alternative (77 spaces are needed but only 37 spaces would be accommodated in the parking

garage in the evening since 15 spaces would be used for residential parking) resulting in a parking shortfall. As discussed above under the “No-Demolition Alternative,” parking shortfalls are not considered significant adverse impacts. The Reduced Height Alternative would not result in additional parking demand compared to the proposed project.

Historic Architectural Resources

As discussed in Chapter III.E. Historic Resources, the Coronet Theater is not considered a significant historic resource under CEQA.⁴ As with the proposed project, the Reduced Height Alternative would demolish the Coronet Theater; however, demolition of the structure would not have a significant effect on a historic resource.

Shadows

With the Reduced Height Alternative, the new building would occupy the same footprint as with the project, but would be 22 feet lower in height. Therefore, new shadows associated with this alternative would be proportionately shorter than new shadows with the project (as shown in Figures 26 through 29), and would not have adverse effects.

The Reduced Height Alternative would meet all of the objectives of the proposed project with the exception of the objective to provide economically feasible affordable senior housing units (only 56 such units would be provided).

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Sections 21002 and 21081 of CEQA require lead agencies to adopt feasible mitigation measures or feasible environmentally superior alternatives in order to substantially lessen or avoid otherwise significant adverse environmental effects, unless specific social or other conditions make such mitigation measures or alternatives infeasible. Where the environmentally superior alternative also is the no project alternative, CEQA Guidelines in

⁴ Carey & Company. *3575 Geary Boulevard Senior Center and Senior Housing. Cultural Resource Report.* August 2, 2004.

Section 15126.6(e)(2) requires that an EIR identify an environmentally superior alternative from among the other alternatives.

There would be no unmitigated, significant environmental effects associated with the proposed project. Nonetheless, this EIR evaluated three additional alternatives that could lessen some less-than-significant effects. The No Project Alternative, by virtue of avoiding the less than significant impacts of the proposed project, would be considered environmentally superior. However, this alternative would not attain any of the project objectives, and, as noted above, another potentially feasible project alternative should be identified as environmentally superior.

While the EIR concludes that the proposed project would have no unmitigated significant adverse effects, the Reduced Height Alternative, while reducing some less-than-significant effects, would not provide all of the project components.

VII. DRAFT EIR DISTRIBUTION LIST

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APPENDIX A: INITIAL STUDY

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of this Notice: October 2, 2004

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Bill Wycko

Telephone: (415) 558-5972

Project Title: 2003.0410E: 3575 Geary Boulevard Institute on Aging Senior Health Services Facility & Affordable Senior Housing Project

Project Sponsors: BRIDGE Housing Corporation/Institute on Aging

Project Contact Person: Tom Earley, BRIDGE Housing Corporation **Telephone:** (415) 989-1111

Project Address: 3575 Geary Boulevard, near Arguello Boulevard

Assessor's Block(s) and Lot(s): Block 1083, Lot 2; Block 1084, Lot 4

City and County: San Francisco

Project Description: The project site is at 3575 Geary Boulevard between Arguello Boulevard and Stanyan Street in Assessor's Block 1083, Lot 2 and Assessor's Block 1084, Lot 4. The site is zoned NC-3 (Moderate-Scale Neighborhood Commercial) District and is in an 80-A Height and Bulk District. The project sponsor proposes to develop a senior health services facility and 30 group housing/transitional senior housing units, to be operated by the Institute on Aging (IOA), as well as an additional 120 affordable senior dwelling units, built by BRIDGE Housing. These uses would operate in a new six-story building totaling 177,600 gross square feet (gsf), with 122,143 gsf used for the group housing/transitional senior housing units and affordable senior housing units. On the sloped project site, the new building would be approximately 56 to 67 feet in height along Geary Boulevard and 45.5 to 59.5 feet in height along its frontage at Almaden Court. The first floor of the building, a portion of the second floor and a portion of one below-grade level of space (55,457 gsf) would be devoted to IOA's offices, senior health services facilities, and meeting space. The proposed senior health services facilities would consolidate, replace, and expand similar existing IOA operations in the area. The upper four stories would provide a total of 120 studio, one- and two-bedroom units affordable to seniors earning up to 50 percent of area median income and 30 group housing/transitional senior housing units. A one-level, 27,732-gsf, underground parking garage with 67 spaces would be provided for use by IOA staff, service providers, and residents. The existing single-screen, 33,000 gsf Coronet Theater, and an adjacent surface parking lot with 93 parking spaces, would be demolished to accommodate the project. The project would require a conditional use authorization, authorization as a Planned Unit Development (PUD), and approvals by the Department of Public Works and Department of Parking and Transportation.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on November 1, 2004. Written comments should be sent to Bill Wycko, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103.

State Agencies: We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

9/30/04
Date

Paul E. Maltzer for
Paul E. Maltzer, Environmental Review Officer

INITIAL STUDY
2003.0410E: 3575 Geary Boulevard Institute on Aging
Senior Health Services Facility and Affordable Senior Housing Project

I. PROJECT DESCRIPTION

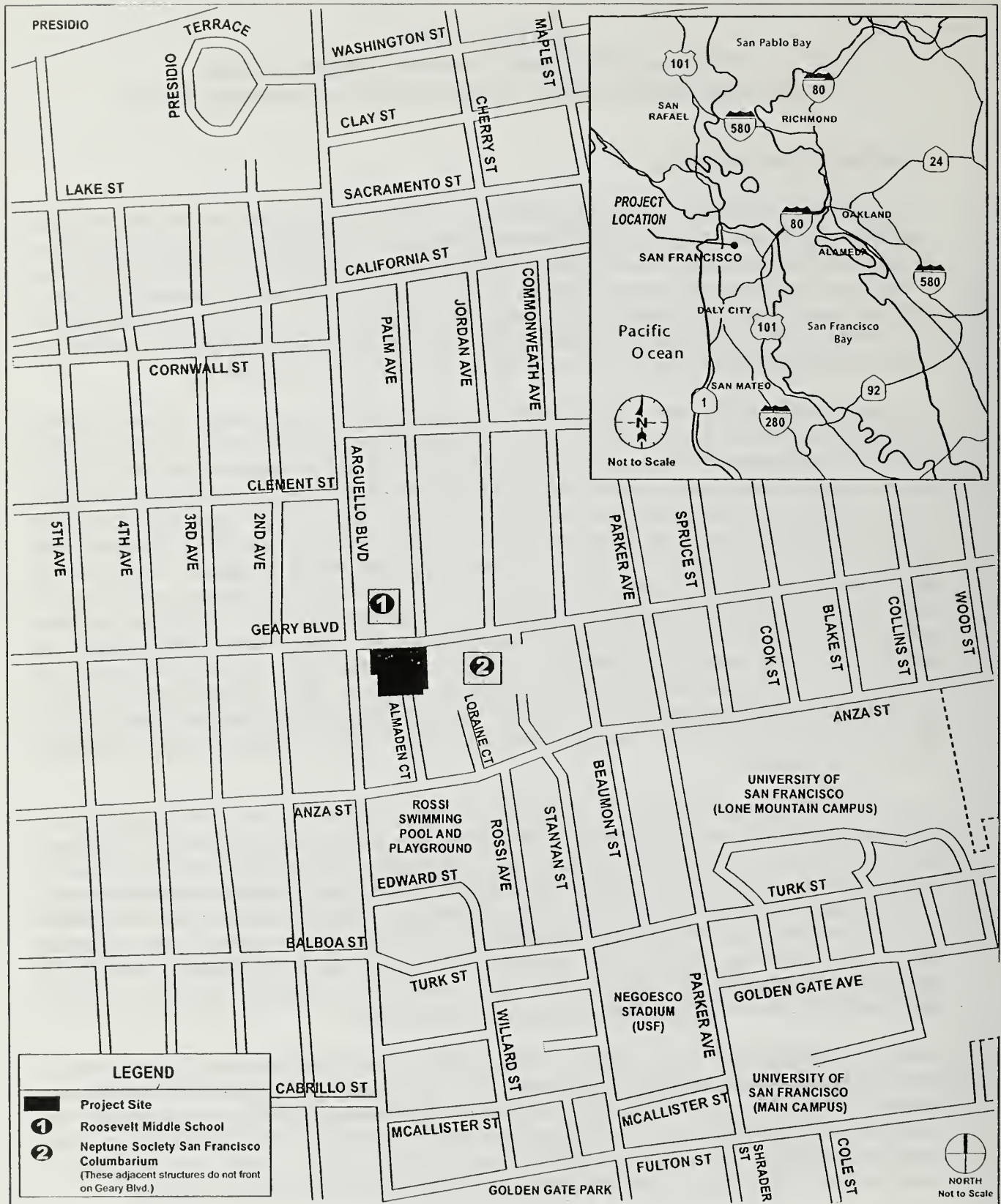
The project site contains the existing Coronet Theater at 3575 Geary Boulevard and an adjacent surface parking lot. In a joint venture, BRIDGE Housing Corporation (BRIDGE) and the Institute on Aging (IOA) are proposing to demolish the existing 33,000 gross-square-feet (gsf), 1,350-seat single-screen movie theater and remove the adjacent 93-space surface parking lot and construct an affordable housing and health services facility for seniors. The project would relocate IOA senior health services from the IOA facilities at 3600, 3626 and 3330 Geary Boulevard. The IOA also has facilities at 1426 Fillmore Street and 2700 Geary Boulevard which would not be relocated as part of the project.

The project site is on the block bounded by Geary Boulevard and Anza Street, between Arguello Boulevard and Stanyan Street, in San Francisco's Richmond District. The site, on Assessor's Block 1083, Lot 2, and Assessor's Block 1084, Lot 4, is approximately 45,920 square feet and is on the south side of Geary Boulevard mid-block between Arguello Boulevard and Stanyan Street, near the terminus of Palm Avenue on the north (see Figure 1). Almaden Court is adjacent to the south side of the project site and terminates at Anza Street in the project block. The project site is in an NC-3 (Moderate-Scale Neighborhood Commercial) Use District and in an 80-A Height and Bulk District. The NC-3 Use District provides convenience goods and services to the surrounding neighborhood, as well as to a population greater than the immediate neighborhood. A wide variety of uses are permitted, including retail, eating and drinking establishments, financial services, office, hotel, entertainment and institutional uses and multi-family residential uses above the ground floor. Zoning in the project area is primarily NC-3 east and west along Geary Boulevard. There are also P (Public District) Districts both north and south of the project site, as well as an RH-1 (One-Family Residential) District and an RH-2 (Two-Family Residential) District to the south, and an RM-2 (Moderate Density Residential) District to the southwest.

In addition to the Coronet Theater and the parking lot, the project block also contains primarily two-story commercial and residential structures with some one- and three-story structures, including a Chevron service station to the west of the site and a Roundtable Pizza east of the site (see Figure 2). To the southwest of the site along Arguello Boulevard are a two-story pet hospital and the three-story Consulate General of India building at 540 Arguello Boulevard. East of the project site are a mixture of commercial buildings, which include a restaurant, a gift and home furnishings store, a gasoline station, and a photocopy service store. Southeast of the project site is the Neptune Society of San Francisco Columbarium¹ at 1 Loraine Court. Two- to three-story residential structures, as well as Rossi Swimming Pool and Playground, are south of the project site.

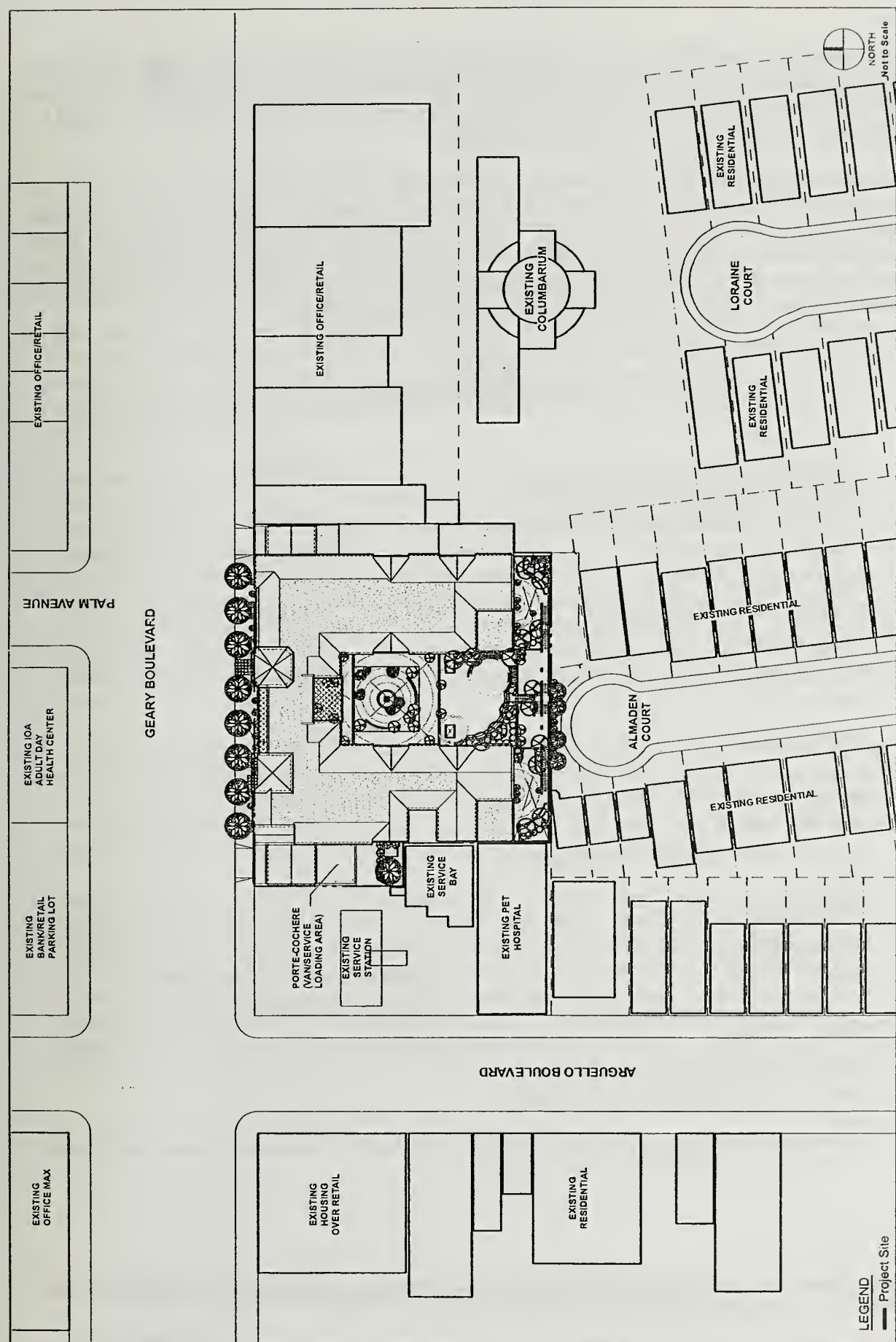
North of the project site at 460 Arguello Street between Geary Boulevard and Clement Street is Roosevelt Middle School, which is three stories tall. Directly north of the project site along Geary Boulevard are a mix of one- to three-story commercial and residential buildings, which includes two banks, one with a small parking lot; the existing one-story IOA facility at 3600 Geary Boulevard; other commercial buildings; and residential buildings with ground-floor retail. At the northwest corner of Geary Boulevard and Arguello Street is the two-story Office Max store (see Figures 1 and 2).

¹ A columbarium is a structure of vaults lined with recesses for cinerary (ashes) urns.



SOURCE: EIP Associates, 2003

3575 GEARY BOULEVARD SENIOR HOUSING PROJECT
FIGURE 1: PROJECT LOCATION



33575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT

SOURCE: BAR Architects, 2004; Keller Mitchell & Co., 2003

Buildings along the Geary Boulevard corridor generally cover the majority of their sites and are built out to the sidewalk, with the exception of parking lots and service stations. Geary Boulevard is also a major transportation corridor. The project site, with a bus stop near Arguello Boulevard, is served by MUNI lines 31, 33, and 38, and by Golden Gate Transit.

The proposed project would be a six-story concrete building approximately 56 to 67 feet in height along Geary Boulevard, and 45.5 to 59.5 feet in height along its frontage at Almaden Court, and would include 122,143 gsf of residential uses; 55,457 gsf of IOA office and program space (senior health services and meeting room) uses; and 37,211 gsf of parking and loading uses including a porte-cochere.² About 13,433 gsf of open space on terraces would also be provided. Table 1 summarizes the proposed land uses. Figure 2 shows the site plan for the proposed project.

**TABLE 1
PROJECT DESCRIPTION**

Floor Area Use	Total
Affordable Senior Units and Group Housing/Transitional Senior Housing Units	122,143 gsf
IOA Senior Health Services and Office space	55,457 gsf
<i>Total Floor Area Use</i>	<i>177,600 gsf</i>
Other Area Use	
Parking & Porte Cochere (loading)	37,211 gsf
<i>Total Other Use</i>	<i>37,211 gsf</i>
TOTAL USES	214,811 gsf
Total Courtyard & Terraces	13,433 gsf
Dwelling Units	120
<i>Studios</i>	<i>11</i>
<i>One-bedroom units</i>	<i>102</i>
<i>Two-bedroom units</i>	<i>7</i>
Group Housing/Transitional Senior Housing Units	30
Parking Spaces	67
Loading Spaces (1)	2
Height	56 to 67 feet (Geary Boulevard) 45.5 to 59.5 feet (Almaden Court)
Number of Stories	6
Number of Parking Levels	1

Source: BRIDGE Housing Corporation, July 2004.

Notes:

- (1) Van-sized loading spaces in porte cochere would be used for loading of residents and visitors to the IOA senior health services facilities and for service deliveries.

² A porte-cochere is a roofed structure extending from the entrance of a building over an adjacent driveway and sheltering those getting in or out of vehicles.

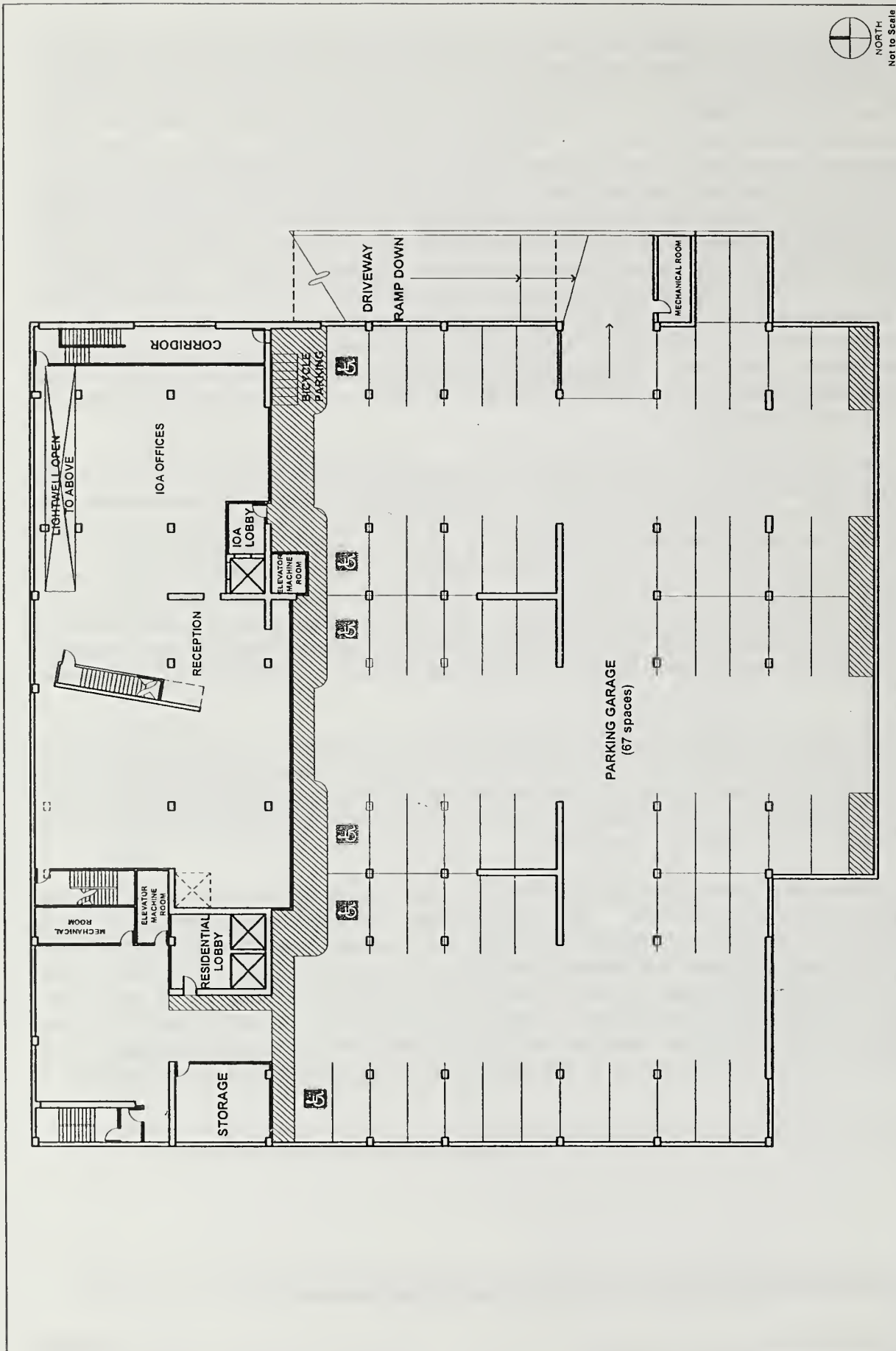
The underground level would provide parking and IOA's meeting facilities (see Figure 3). The first floor would provide IOA's senior health services facilities, a service drive to underground parking, a porte-cochere for loading, a central courtyard and two rear terraces (see Figure 4). The second floor would provide IOA's office space, 30 units of group housing/transitional senior housing units (group housing) and terraces (see Figure 5). Residents of the group housing would be those seniors transitioning from hospital care to independent living who require a significant level of care not available in an independent living environment. Senior health services provided in the IOA program space would include an adult day care center, an Alzheimer clinic and other services designed to help seniors dealing with issues of aging. The third through the sixth floors would provide 120 studio, one- and two-bedroom residential units of affordable housing for independent seniors; residential terraces; a community room; and other service facilities operated by BRIDGE. Figure 6 shows the third floor plan and Figure 7 shows the typical floor plan for levels four through 6. The housing provided on floors three through six would range in affordability for households earning up to 50 percent of area median income. The property ownership would be vertically subdivided into two parts: IOA would retain ownership of the underground level and the first two floors and BRIDGE would retain ownership of floors three through six.

The main entrances to the IOA's senior health services would be mid-lot on Geary Boulevard opposite Palm Avenue (see Figure 4). The BRIDGE senior dwelling units and the IOA group housing units would each have a separate lobby entrance. Two gated driveways would be accessed from Geary Boulevard. The easterly driveway would provide access to the underground parking level, and the westerly driveway would provide access to the porte-cochere. The porte-cochere would provide two van-sized parking spaces at the ground floor for loading of residents and visitors, and service deliveries. The one level of underground parking would provide approximately 67 parking spaces for the residents, staff, and visitors. An approximate 625-square foot cupola above the main entrance on Geary Boulevard would rise to a height of approximately 79 feet.³ See Figures 8 and 9 for project elevations.

The proposed project would also relocate the southern half of the existing crosswalk at the intersection of Geary Boulevard and Palm Avenue. The crosswalk would be off-set approximately six feet to the west, to allow pedestrians to cross the intersection directly onto the sidewalk on Geary Boulevard while avoiding the proposed driveway entrance. At the Geary Boulevard raised median, the northern half of the crosswalk would remain as now configured.

Project construction would require approximately 18 months, and is estimated to begin in 2005 with completion and occupancy in 2007. The proposed project would require demolition and building permits from the Department of Building Inspection, and conditional use authorization as a Planned Unit Development (PUD) by the Planning Commission. The proposed project would also require approvals from the Department of Public Works and Department of Parking and Traffic for the required re-configuration of the existing crosswalk at the intersection of Palm Avenue and Geary Boulevard. The approvals that would be required are listed below. The relevant *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item below.

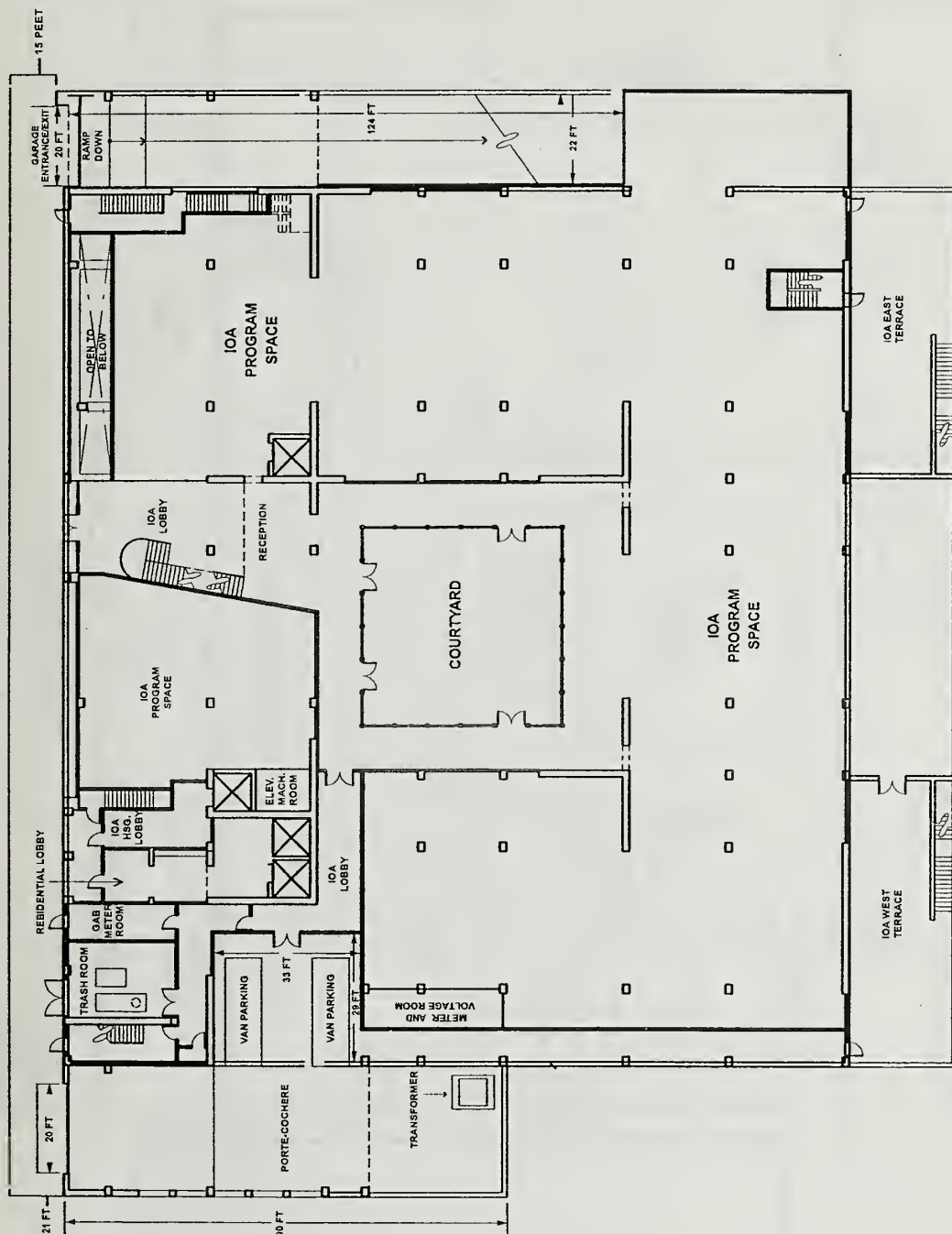
³ Cupolas are exempt from height restrictions under *Planning Code* Section 260.



3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT
FIGURE 3: GARAGE FLOOR PLAN

SOURCE: BAR Architects, 2004

GEARY BOULEVARD

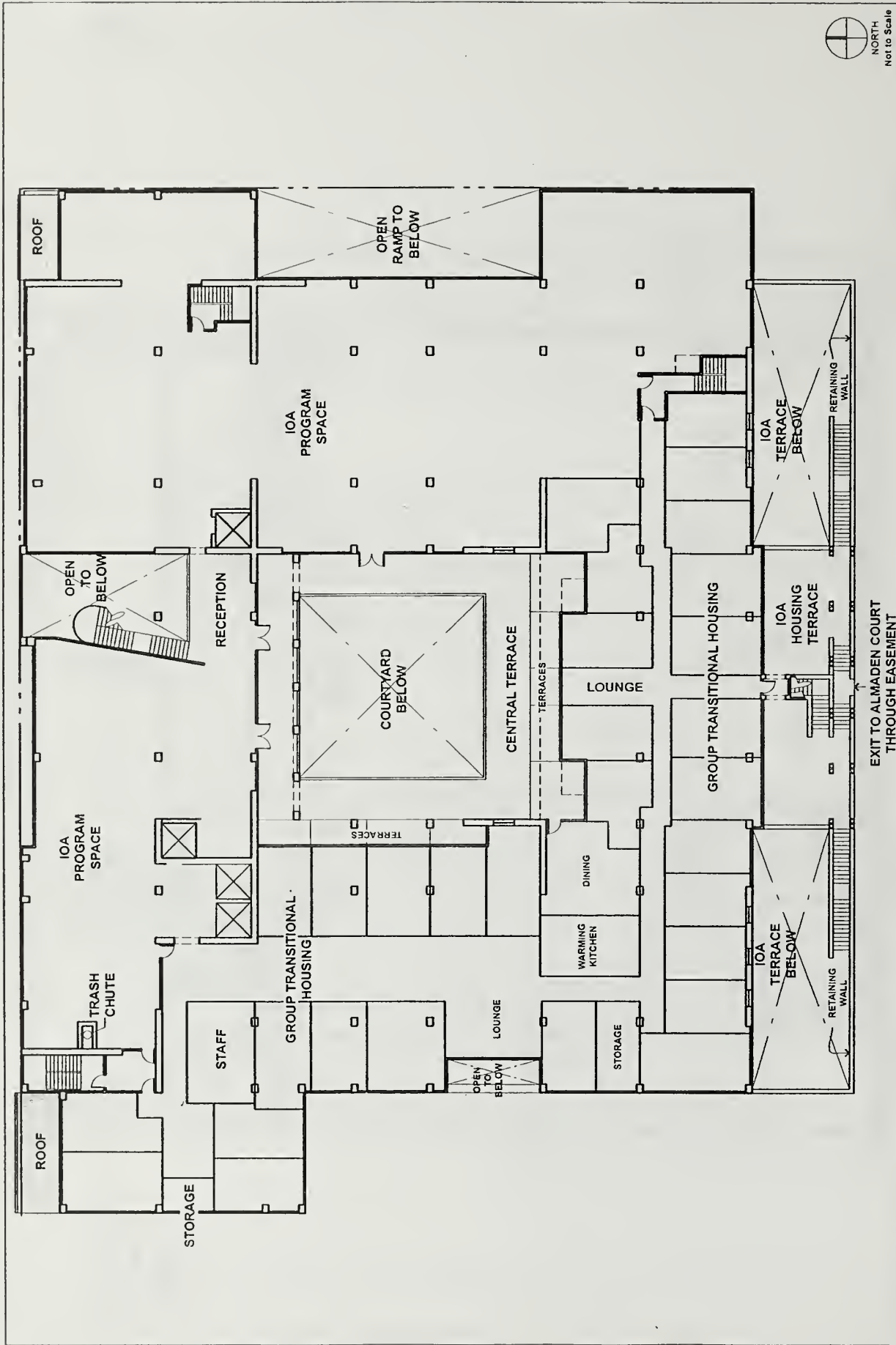


LEGEND
FT = FEET



SOURCE: BAR Architects, 2004.

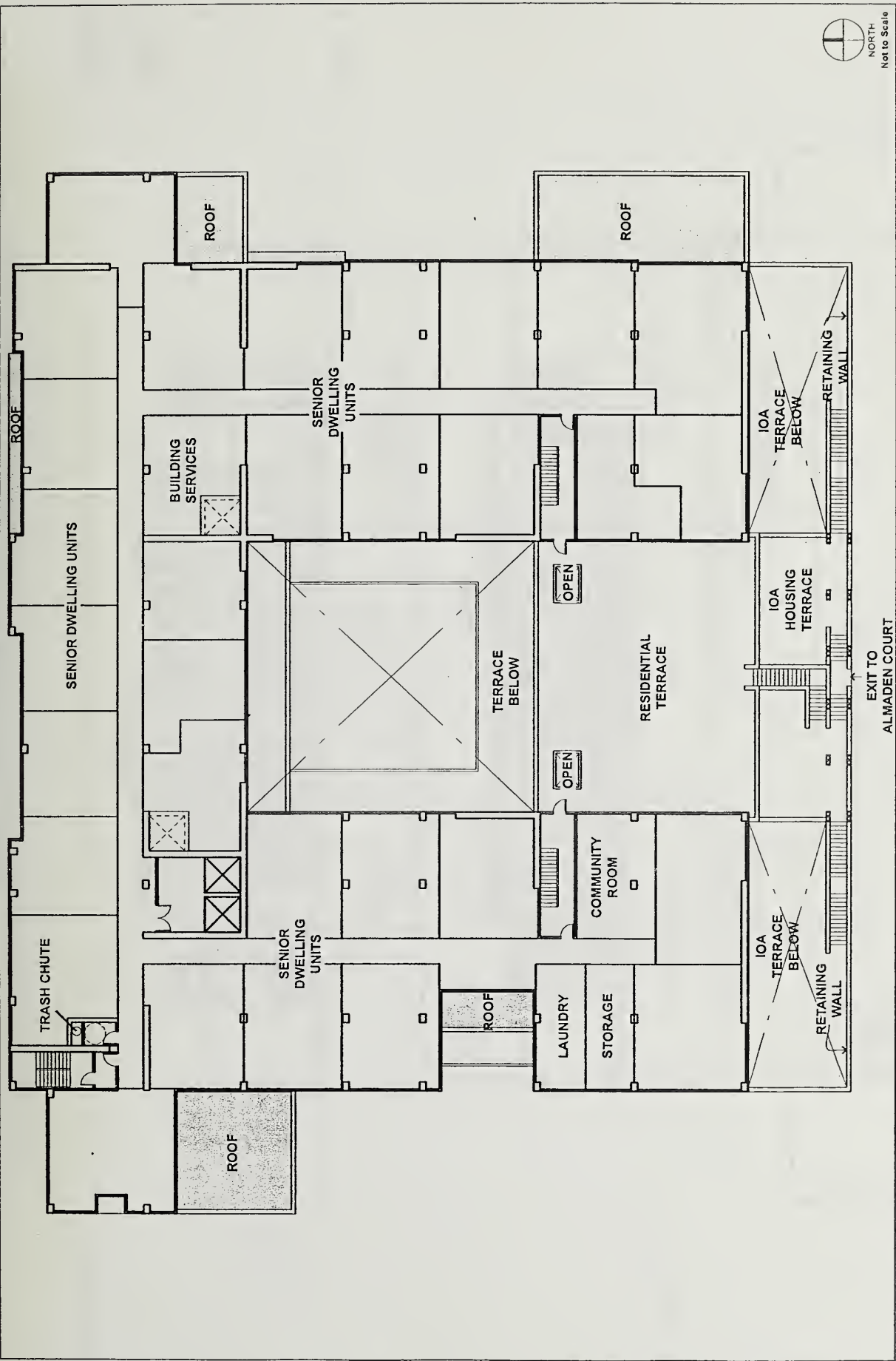
3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT
FIGURE 4: FIRST FLOOR PLAN



SOURCE: BAR Architects, 2004.

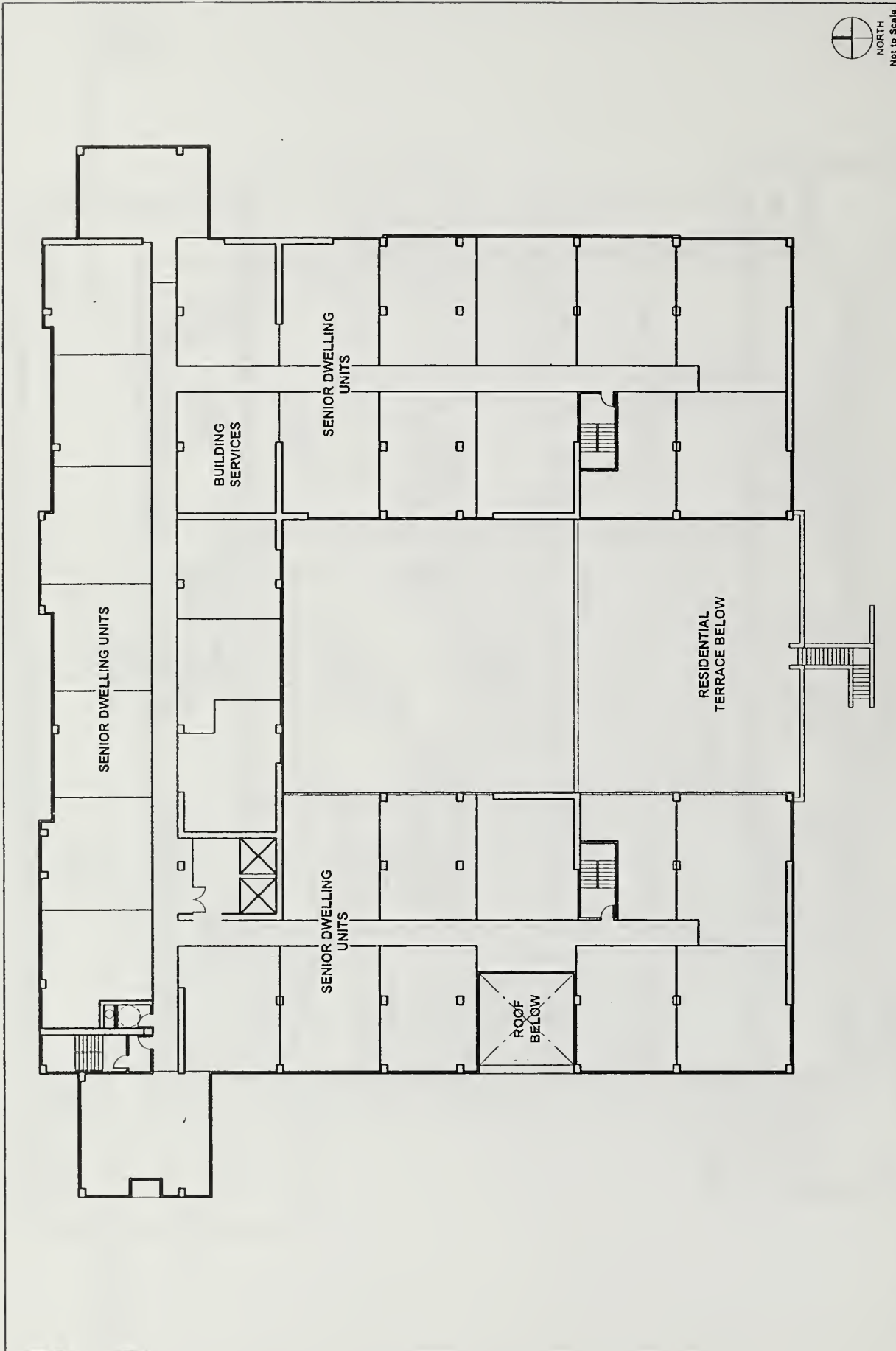
3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT

FIGURE 5: SECOND FLOOR PLAN



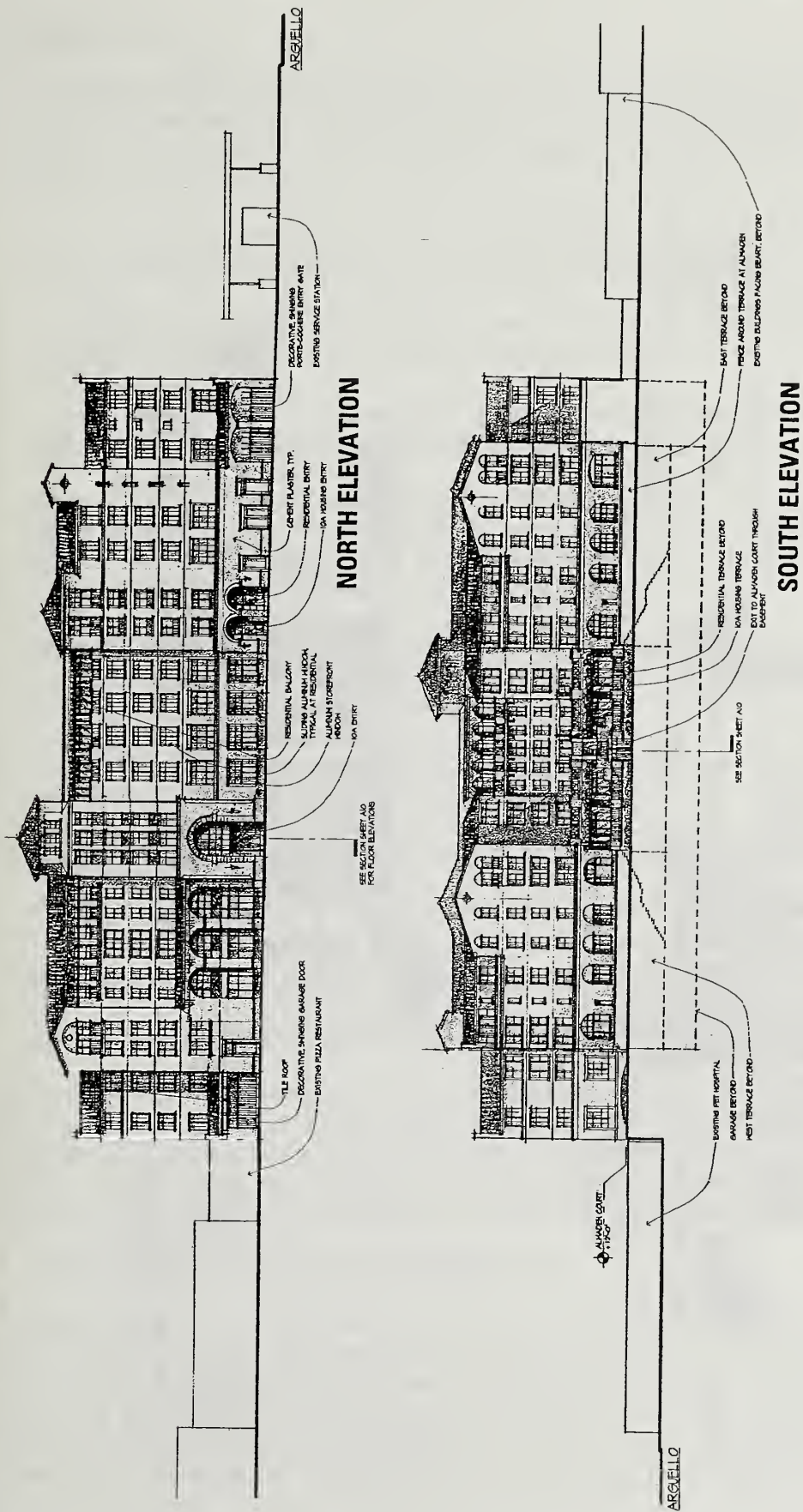
SOURCE: BAR Architects, 2004.

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT
 FIGURE 6: THIRD FLOOR PLAN



SOURCE: BAR Architects, 2004

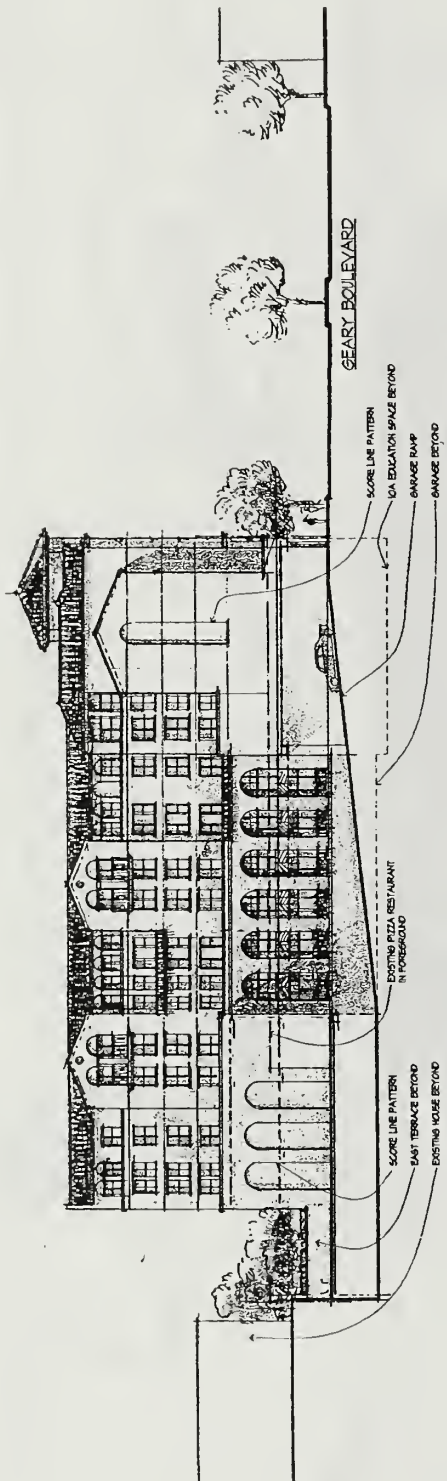
3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT
 FIGURE 7: TYPICAL FLOOR PLAN (LEVELS 4-6)



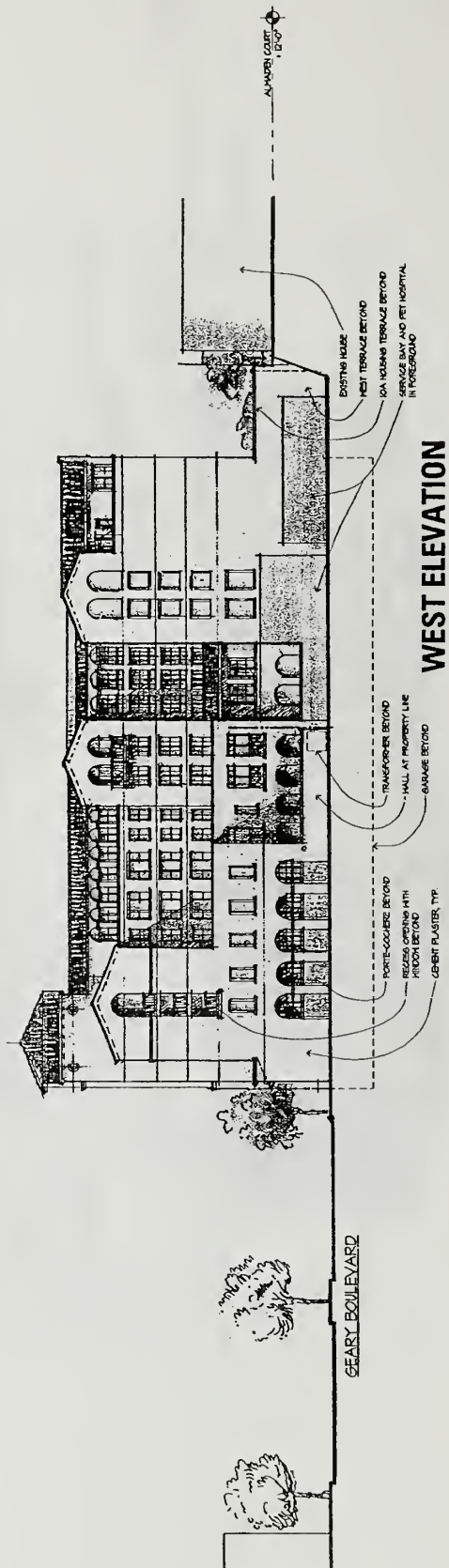
Not to Scale

SOURCE: BAR Architects, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT
FIGURE 8: NORTH-SOUTH ELEVATIONS



EAST ELEVATION



WEST ELEVATION

Not to Scale

SOURCE: BAR Architects, 2004

3575 GEARY BOULEVARD SENIOR HEALTH SERVICES FACILITY & AFFORDABLE SENIOR HOUSING PROJECT

FIGURE 9: EAST-WEST ELEVATIONS

Planning Commission

- Conditional use authorization for lot size in excess of 9,999 (the lot is 45,989 square feet in size) and non-residential use size in excess of 5,999 sf in (the IOA would occupy approximately 55,457 gsf of non-residential space) in an NC-3 District (*Planning Code* Sections 712.11 and 712.21).
- Planned Unit Development authorization for modification to the “A” bulk controls in an 80-A Height and Bulk District (*Planning Code* Section D55,457 gsf HBD271).
- Planned Unit Development authorization for modification to off-street parking requirements of *Planning Code* Section 151 for IOA office and program space.
- Planned Unit Development authorization for modification to the rear yard requirement of *Planning Code* Section 134 for floors three through six.
- Planned Unit Development authorization for modification to the open space requirement for senior dwelling units of *Planning Code* Section 135(d)(3) for the senior dwelling units and 1,060 square feet is required for the group housing units while an additional 8,326 square feet is provided on floors one and two.
- Planned Unit Development authorization for modification to the 25-foot unit exposure requirement of *Planning Code* Section 140 for 20 dwelling units facing a 21 feet and nine inch side yard on the east side of the proposed project.
- Planned Unit Development authorization to substitute two van-sized loading spaces for the one required truck loading space (*Planning Code* Section 152).

Department of Public Works, Department of Parking and Transportation

- Approval for reconfiguration of existing crosswalk at Palm Avenue and Geary Boulevard.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the project to identify potential effects on the environment. On the basis of this study, project-specific effects that have been determined to be potentially significant relate to land use, population and housing, visual quality, transportation, and historic resources. These issues will be analyzed in an Environmental Impact Report (EIR). Topics noted “TO BE DETERMINED” mean that discussion in the EIR will enable a determination of whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following items on the Initial Study Checklist have been checked “No,” indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse effect or that effect would be mitigated to insignificance through measures included in the project: air quality, shadows, wind, noise, utilities and public services, biology, geology and topography, water, energy and natural resources, hazards, and archaeological resources. Several of these Checklist items have also been checked “Discussed,” indicating that the Initial Study text includes discussion about that

particular issue. For all the items checked "No," without discussion, the conclusions regarding potential significant environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's Transportation Guidelines for Environmental review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, or changes proposed to the City <i>Planning Code</i> or Zoning Map, if applicable.	<u>To be determined</u>	
2. Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	<u>To be determined</u>	

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*. The proposed project would not require any changes to the *Planning Code* or Zoning Map. The EIR will discuss whether the proposed project would be consistent with the various sections of the *Planning Code* that apply to the proposed project as listed above (p.13). Section 101.1 of the *Planning Code* contains eight Priority Policies. The EIR will discuss the proposed project's consistency with this provision of the *Planning Code*.

The EIR will also discuss the proposed project's compatibility with the City's general plan, which provides general policies and objectives to guide land use decisions, and contains some policies, which relate to physical environmental issues. The proposed project's compatibility with other applicable plans, like the Bay Area Air Quality Plan, will also be discussed.

B. ENVIRONMENTAL EFFECTS

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. <u>Land Use</u> - Could the project:			
a. Disrupt or divide the physical arrangement of an established community?			<u>To be determined</u>
b. Have any substantial impact upon the existing character of the vicinity?			<u>To be determined</u>

The proposed project would replace the existing 1,350-seat Coronet Theater building and 93-space parking lot with a mixed-use senior housing building with senior health service uses and parking. The proposed building would provide 55,457 gsf of IOA office and program space, 150 residential units, or 122,143 gsf of residential uses, and 67 parking spaces. The project site is in an NC-3 (Moderate-Scale Neighborhood Commercial) Use District, which permits retail, offices, hotels, entertainment,

institutions, health care and multi-family residential uses. Land uses in the vicinity include retail, office, residential, recreation, and parking uses. Existing retail, office, and residential uses predominate Geary Boulevard, Arguello Boulevard, Stanyan Street, Anza Street, Palm Avenue, Almaden Court, and Loraine Court in the project vicinity. The project's potential impacts resulting from the disruption or division of an established community or impacts on the existing character of the vicinity will be analyzed in the EIR to determine if they would be significant.

2.	<u>Visual Quality</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Have a substantial, demonstrable negative aesthetic effect?			<u>To be determined</u>
b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?			<u>To be determined</u>
c.	Generate obtrusive light or glare substantially impacting other properties?			<u>To be determined</u>

The project site is occupied by the existing 50-foot-tall Coronet Theater and a parking lot which is set within a block that contains a mixture of one- to three-story commercial and residential buildings. The existing architectural character in the area includes a mix of styles. The proposed project would include demolition of the Coronet Theater and removal of its parking lot and the construction of a six-story, up to 67-foot-tall building in their place.

The EIR will discuss visual quality and urban design effects, and provide visual simulations of the proposed buildings in the context of existing conditions. The EIR will discuss potential visual quality impacts on existing public and private views from adjacent areas, including Geary Boulevard, Palm Avenue, and Almaden Court, and consider pedestrian and mid-range views.

The project is not expected to generate unusual light or glare. However, because of the project's height the EIR will consider potential impacts associated with glare on adjacent residential land uses in its analysis of visual quality.

3.	<u>Population</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Induce substantial growth or concentration of population?			<u>To be determined</u>
b.	Displace a large number of people (involving either housing or employment)?			<u>To be determined</u>
c.	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?			<u>To be determined</u>

The project site does not include existing residential uses. The proposed development of 120 senior affordable housing units and 30 group housing units would result in a population of up to 307⁴ residents. The proposed project would displace up to four full-time equivalent employees associated with the Coronet Theater.⁵ Under the proposed project, approximately 103 people would be employed at the project site⁶. As a result, there would be an increase in employment of about 100 people associated with the project. The project would relocate IOA senior health services from the IOA facilities at 3600, 3626 and 3330 Geary Boulevard. Therefore, new employment at the project site would not necessarily be new employment in the vicinity. The IOA also has facilities at 1426 Fillmore Street and 2700 Geary Boulevard, which would not be relocated as part of the project.

The EIR will discuss the proposed project's contribution to population growth, displacement of people, and creation of demand for additional housing.

4.	<u>Transportation/Circulation</u> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			<u>To be determined</u>
b.	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			<u>To be determined</u>
c.	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			<u>To be determined</u>
d.	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			<u>To be determined</u>

The proposed uses of the project would place demand on the local transportation system, including increasing traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as construction impacts.

5.	<u>Noise</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Increase substantially the ambient noise levels for adjoining areas?	—	<u>X</u>	<u>X</u>

⁴ Census 2000; BRIDGE Housing Corporation, September 2003. According to Census 2002, the average household size for Census Tract 156 (in which the project site is located) was 2.13 persons per household. 120 units x 2.13 persons per household = 277 residents. Group housing would provide transitional housing for one person per unit.

⁵ Kristen Wang, Assistant Project Manager, BRIDGE Housing Corporation, electronic communication to EIP Associates, September 12, 2003. There are approximately 6 employees: 2 full-time and 4 part-time. Therefore, the full-time equivalent employment (FTE) at the site is 4 FTE employees.

⁶ BRIDGE Housing Corporation, September 2003. It is estimated that IOA would have 100 full-time employees and BRIDGE would have 3 full-time employees.

- | | | | | |
|----|---|---|----------|----------|
| b. | Violate Title 24 Noise Insulation Standards, if applicable? | — | <u>X</u> | <u>X</u> |
| c. | Be substantially impacted by existing noise levels? | — | <u>X</u> | <u>X</u> |

Traffic Noise. The existing noise environment in the project area is typical of noise levels in urban San Francisco. The primary source of noise in the vicinity of the project site is vehicular and MUNI bus line traffic on Geary Boulevard. Traffic noise created by the project would be due to additional automobiles and limited truck deliveries, and the general coming and going of residents, employees, and other visitors.

Typically, noise levels diminish as distance from the source to the receptor increases. Other factors such as the weather and reflecting or shielding intensify or reduce noise levels at any given location. A common rule of thumb for traffic is that for every doubling of distance from the road, the noise level is reduced by about 3 decibels (dBA).⁷ In addition, a doubling of traffic on any given roadway would cause a noise increase of approximately 3 dBA. Based on the *Transportation Study*, the proposed project would increase traffic by less than 1 percent of the total existing traffic volume along the eight study intersections in the project vicinity. Therefore, the proposed project would not cause a doubling in traffic volumes resulting in a noticeable increase in the ambient noise level in the project vicinity.

Construction Noise. Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Construction would take about 18 months. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. No pile driving would occur with this project. The project's foundation would be constructed with a reinforced concrete mat. There would be times when noise could interfere with indoor activities in nearby office, retail, residential, and recreational uses near the project site. Noise impacts would be temporary in nature and limited to the period of construction.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of the Department of Public Works (DPW). Section 2908 of the Ordinance prohibits construction work between 8:00 PM and 7:00 AM, if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of the DPW. Compliance with the Noise Ordinance would reduce potential noise impacts on the environment to a less-than-significant level. Therefore, construction noise from the project would not have a significant impact on the environment.

⁷ A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

Building Equipment Noise. The project operation would create noise from ventilators and other mechanical equipment, and the project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates mechanical equipment noise. Because substantial increases in the ambient noise level due to building equipment noise would not be anticipated, no associated significant impact on the environment would occur.

Residential Interior and Exterior Noise Levels. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. As a result, the proposed project would not be substantially impacted by existing noise levels.

Therefore, these issues do not require further analysis and will not be discussed in the EIR.

6.	<u>Air Quality/Climate</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	<u>X</u>	<u>X</u>
b.	Expose sensitive receptors to substantial pollutant concentrations?	—	<u>X</u>	<u>X</u>
c.	Permeate its vicinity with objectionable odors?	—	<u>X</u>	<u>X</u>
d.	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	<u>X</u>	<u>X</u>

Air Quality and Odors. The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size of a project that the District considers capable of producing air quality problems. Table 6 of the BAAQMD CEQA Guidelines specifies that a project with a minimum of 510 residential dwelling units and 280,000 square feet of general office space will generate significant air quality emissions. Since the proposed project would generate 150 residential dwelling units and 55,457 gsf of IOA office and program space, the project would not exceed this minimum standard. Therefore, no significant air quality impacts due to proposed land uses are anticipated to result from implementation of the proposed project.

During construction, approximately 21,000 cubic yards of soil would be moved for foundation excavation from a subsurface depth of 12 to 18 feet across the 45,920-square-foot site. Movement of soil would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. To reduce the quantity of dust generated during site preparation and construction, the Project Sponsor shall implement dust control measures, as described in Mitigation Measure 1 (p. 32).

The proposed project would introduce senior health services and supporting office uses and both group housing and independent senior housing. These uses are not anticipated to result in the generation of objectionable odors.

Shadows. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission finds the impact to be insignificant. *Planning Code* Section 295(a)(3) states that building permits for structures that will cast shade or shadow upon properties under the jurisdiction of the Recreation and Park Commission may not be issued with the exception of "[s]tructures to be constructed on property under the jurisdiction of the Recreation and Park Commission for recreational and park-related purposes."

The nearest recreation facility to the project site is Rossi Swimming Pool and Playground, about one block south of the project site, and the nearest park is the Richmond Police Station mini-park (formerly named Arguello Park), about six blocks west of the project site. Golden Gate Park is about four blocks south of the site (see Figure 1). These facilities are under the jurisdiction of the Recreation and Park Commission. The Roosevelt Middle School playground, which is not under the jurisdiction of the Recreation and Park Commission, is located about 240 feet north of the project site.

The proposed project would construct a six-story, up to 67-foot tall, building with a cupola that would rise to 79 feet on the project site. Consequently, the proposed project would exceed 40 feet in height, and would thus be subject to *Planning Code* Section 295. A shadow fan analysis prepared by the Planning Department concluded that the project would not create any new shade on any properties protected by Section 295, or other open space near the proposed building, such as the Roosevelt Middle School playground.⁸ Because of the proposed building height and the configuration of existing buildings in the vicinity, the net new shading of street and sidewalks which would result from the project's construction would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas. The project might increase shading of private yards or portions of residential structures near the site. Such shadow effects would also be common in urban areas. The project would not have significant adverse effects on shadow conditions.

*Wind.*⁹ The proposed project would have little potential to cause substantial wind accelerations to sidewalks adjacent to the project site. Although the new building would be generally taller than most buildings in the area, its complex design would not focus wind at ground level. The west side of the building would be irregular in shape and would be most exposed to prevailing winds. Any wind accelerations from the west side of the building would occur above the roof of the adjacent buildings and service station, as well as above the proposed porte cochere on the west side of the proposed building. Based upon the exposure, massing and orientation of the proposed building, the project would not potentially cause significant changes to the wind environment in pedestrian areas adjacent to or near the site.

⁸ Glen Cabrereros, Planner, Subject: Shadow Fan Analysis, Case No. 03.0410K. Letter, June 21, 2004. This letter is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, Project File No. 2003.0410E.

⁹ Donald Ballanti, Certified Consulting Meteorologist, Subject: Wind Impact Evaluation for the Proposed 3575 Geary Boulevard Project, San Francisco, Letter, December 10, 2003 which is available for public review by appointment at the Planning Department, 1660 Mission Street, Suite 500, Project File No. 2003.0410E.

Therefore, these issues do not require further analysis and will not be discussed in the EIR.

7.	<u>Utilities/Public Services</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Breach published national, state or local standards relating to solid waste or litter control?	—	<u>X</u>	—
b.	Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	<u>X</u>
c.	Substantially increase demand for recreation or other public facilities?	—	<u>X</u>	<u>X</u>
d.	Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

The project site is well served by existing utilities and public services. The impacts of the proposed project on water resources are examined under 10, Water, p. 24 of this document. The analysis concludes that the proposed project would not substantially increase the existing water demand beyond expected levels. As a result, the proposed project would not require major expansion of water facilities and, thus, would result in a less-than-significant impact to water resources.

Solid Waste. The Sunset Scavenger Company provides residential and commercial garbage and recycling services to the Richmond District, where the project site is located.¹⁰ The proposed residential uses are expected to generate approximately 375 pounds of solid waste per day, and approximately 136,875 pounds per year.¹¹ The proposed project is expected to have approximately 55,457gsf of office uses, which are expected to generate about 1,109 pounds of solid waste per day or about 404,836 pounds per year.¹² The proposed project's total uses would be expected to generate about 1,484 pounds per day, or about 541,711 pounds per year of solid waste. However, this increase would not be in excess of amounts expected and provided for in the project area, and would not be expected to supercede the capacity of landfills serving the project area.

Wastewater. The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. Wastewater treatment for the project site is served by the Oceanside Water Pollution Control Plant, located near the Great Highway and Skyline Boulevard.¹³ Due to the

¹⁰ Sunset Scavenger Company website, <http://www.sunsetscavenger.com/sunset.htm>, accessed September 3, 2002.

¹¹ City and County of San Francisco, *Solid Waste Generation Study*, October 1992, pp.4-12 (obtained from City and County of San Francisco Planning Department, *Mission Bay Subsequent Environmental Impact Report*, Mission Bay Solid Waste Generation at Build-Out, Table L.2, September 17, 1998, SCH No. 97092068). Residential solid waste generation is equal to 2.5 lbs. per residential unit per day x 150 units = 375 lbs. per day or about 136,875 lbs. per year. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

¹² NSWMA, Basic Data: Solid Waste Amounts, Composition, and Management, Technical Bulletin #85-6, October 1, 1985 (obtained from City and County of San Francisco Planning Department, *Mission Bay Subsequent Environmental Impact Report*, Mission Bay Solid Waste Generation at Build-Out, Table L.2, September 17, 1998, SCH No. 97092068). Office solid waste generation is equal to 2.0 lbs. per 100 gsf per day x 55,457 gsf of office gsf = 1,109 lbs. per day or about 404,836 lbs. per year. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

¹³ San Francisco Public Utilities Commission website, http://sfwater.org/orgDetail.cfm/MO_ID/48, accessed September 3, 2003.

approximately 307 residents and 103 employees that would occupy the project site, the proposed project is expected to substantially increase wastewater generation at the site. However the proposed new building would be connected to existing sewer lines and the City's combined wastewater and storm system has sufficient capacity to service the proposed project. Because construction of new sewer trunk lines would not be necessary and the proposed project is within expected growth projections for the City,¹⁴ significant impacts on wastewater treatment capacity are not expected.

Public Schools. The San Francisco Unified School District (SFUSD) provides public primary and secondary education in the City and County of San Francisco. The district is comprised of 78 elementary schools, 17 middle schools, and 21 high schools, and the total student enrollment is approximately 60,000 students.¹⁵ The proposed project would provide senior housing and senior services and would not change the demand for schools in the project area. Therefore, no impact is expected.

Recreation. The nearest recreation facility to the project site is Rossi Swimming Pool and Playground, approximately one block south of the project site. Golden Gate Park is about four blocks south of the site. An increase of about 307 residents would occur with implementation of the proposed project that could increase demand for use of recreational facilities or other public facilities (such as senior centers) in the project area. However, the proposed project would provide open space (i.e., proposed terraces) according to Section 135 of the *Planning Code*, which establishes a minimum amount of usable open space for residential use. Due to the nearby public parkland recreational facility, and the proposed open spaces provided by the project, impacts resulting from an increase in demand for recreation or other public facilities would be less than significant.

Police and Fire Protection Services. The project site currently served by the City's police and fire protection services. The project would create additional residents, employees, and visitors that could increase demand for police and fire services in the area. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increase in population on-site, the increase in responsibilities would not likely be substantial in light of the existing demand for police and fire protection services. Furthermore, the increase in demand would not require the construction of new police or fire prevention facilities. Therefore, impacts on police and fire protection services would be less than significant.

Power and Communication Facilities. The project site is served by power and communication facilities. The proposed new building would require typical utility connections that could be provided by connecting into existing power and communication grids. Therefore, no new power or communications facilities would be necessary as a result of project implementation.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are subject to much debate. Part of the problem is thought to be the State's inability to generate sufficient energy to meet its demand, which requires the State to import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with

¹⁴ City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

¹⁵ Lapkoff & Gabalet Demographic Research, *Demographic Analysis and Enrollment Forecasts, San Francisco Unified School District*, July 2002. This study can be accessed at http://portal.sfusd.edu/apps/departments/school_operations/docs/fmpIV.pdf.

conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until 2007, therefore, additional generating facilities may have been completed by the time the project is in operation. The project-generated demand for electricity would be negligible in the context of the overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

Overall, the proposed project would increase demand for and use of public services, but not in excess of amounts expected and currently provided for in the project area. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

8.	<u>Biology</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	—	<u>X</u>	<u>X</u>
b.	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	—
c.	Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	<u>X</u>

The project site currently contains the Coronet Theater and a parking lot. The project site does not support or provide habitat for any rare or endangered wildlife or plant species. No other important biological resources exist on the project site. Adjacent to and outside of the project site boundary along the existing retaining wall at Almaden Court, an approximate 8-foot wide portion of a 61-foot long area of existing landscaping, between the east and west end of the project site, will be removed as part of the proposed project. This portion will be removed to provide emergency pedestrian egress from the site. This is provided for by an existing ingress/egress easement across the adjacent property. Additional portions of the 61-foot landscaping strip may be removed and replaced, subject to the approval of the adjacent property owners, in order to provide an enhanced landscaping treatment at the end of Almaden Court.

Two trees which are located within the 61-foot landscaping area outside of the project site will likely be retained. These trees are Lombardy Poplars, approximately 12 inches in diameter and 30 feet in height. A third poplar tree is located on the north (project site) side of the retaining wall and is approximately 25 feet in height and 12 inches in diameter. This third tree would be removed as part of the proposed project.

Existing shrubbery located within the planting strip includes bougainvillea and rosemary, along with numerous other varieties. These shrubs range in height from approximately one to nine feet with the taller sections located at the eastern most end of the planting strip. A few additional ground cover specimens are located within this area. The existing shrubbery and ground cover may be removed and replaced, subject to the approval of the adjacent property owners, in order to provide an enhanced landscaping treatment at the end of Almaden Court. The existing trees and shrubbery provide screening of the adjacent Coronet Theater and parking lot from homes on Almaden Court. The proposed landscaping for the project would replace any removed landscaping and in addition would be intended to enhance the overall landscaping pattern on the site. Based on the type and extent of the species used, it could take a considerable amount of time to achieve the screening effect of the existing

landscaping if mature landscaping is removed. Although it could take a considerable amount of time for the proposed landscaping to provide the same level of screening as existing mature vegetation (assuming it is removed and replaced), the project would not have significant vegetation and wildlife impacts. Therefore, these issues do not require further analysis and will not be discussed in the EIR. Specific issues related to visual screening will be discussed in the visual quality analysis within the EIR.

9.	<u>Geology/Topography</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	—	<u>X</u>	<u>X</u>
b.	Change substantially the topography or any unique geologic or physical features of the site?	—	<u>X</u>	<u>X</u>

The project sponsor has provided a geotechnical investigation report prepared by Treadwell & Rollo that is on file with the Planning Department and available for public review as part of the project file.¹⁶ Treadwell & Rollo conducted a geotechnical investigation of subsurface conditions at the project site; the following information summarizes those findings.

According to the report, the project site slopes downward approximately five feet from the southeast corner to the northwest corner of the site, and the soil beneath the site consists of approximately one to four feet of fill comprised of very loose to medium dense sand and clayey sand with gravel and stiff clay. The fill is underlain by fine-grained, very loose to medium dense Dune sand that extends to depths ranging from about 5 to 50 feet below ground surface (bgs). The primary geotechnical issues would be underpinning of the existing buildings adjacent to the site and the selection of an appropriate foundation system for the proposed project.

Soil test borings that were conducted during the geotechnical investigations concluded that groundwater is between 44 to 46 feet bgs. However, groundwater was measured as high as 20 feet bgs. The higher water level may indicate perched water above the clay layers. Excavation would range from a subsurface depth of 12 to 18 feet across the entire site except the southwest and northwest corners and would remove approximately 21,000 cubic yards of soil. As the maximum depth of excavation would be approximately 18 feet bgs and perched groundwater has been encountered on-site, dewatering activities may be necessary. Any groundwater encountered during construction of the proposed project be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets.

¹⁶ Treadwell & Rollo Environmental and Geotechnical Consultants, *Final Geotechnical Investigation*, 3575 Geary Boulevard, San Francisco, California, July 31, 2003. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. The geotechnical report found the site suitable for development providing that the recommendations included in the report were incorporated into the design and construction of the proposed development.

The Community Safety Element of the San Francisco General Plan contains maps that show areas subject to geologic hazards. The project site is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element). The project site is in an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. As described on p. 23 above, the project sponsor has already provided a geotechnical report. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. Background information provided to DBI would include building construction measures that would ensure the security and stability of adjoining properties as well as the subject property during construction. As these procedures are required under existing DBI rules, no geotechnical mitigation measures are needed to avoid significant environmental impacts through the environmental review process. In addition, any changes incorporated into the foundation design required to meet the San Francisco Building Code standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis.

The project would not significantly alter the topography of the site, or otherwise affect any unique geologic or physical features of the site. Therefore, no further analysis of geology and seismicity is required.

10.	<u>Water</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	<u>X</u>
b.	Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	—	<u>X</u>	<u>X</u>
c.	Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>

All large-sized proposed projects (e.g., those projects requiring an EIR) in California subject to CEQA are required to obtain an assessment from a water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. In May 2002, the San Francisco

Public Utilities Commission (SFPUC) adopted a resolution finding that the SFPUC's Urban Water Management (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as the project is covered by the demand projections identified in the UWMP.¹⁷ The SFPUC's UWMP 2000 update is based upon the Association of Bay Area Government's Year 2000 Projections, which included all known or expected development projects in San Francisco at that time through 2020. The projections included the development consistent with existing zoning in the project vicinity. Therefore, the proposed project would be included in the UWMP and thus would not substantially increase the existing water demand beyond expected levels.

Project-related wastewater and storm water would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Oceanside Water Pollution Control Plant prior to discharge. During operations, the project would comply with all local wastewater discharge requirements. Therefore, the project would not substantially degrade water quality.

Existing uses have created impervious surfaces at the project site. The project would not substantially affect the area of impervious surface at the site or alter site drainage. No use of groundwater currently exists on the site. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge.

Any exposure of soil during site preparation would occur below street grade and would have low potential for substantial erosion or siltation. In addition, the project site is relatively level and would have low potential for substantial flooding, erosion, or siltation.

Therefore, these issues do not require further analysis and will not be discussed in the EIR.

11.	<u>Energy/Natural Resources</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	—
b.	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	<u>X</u>

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation enforced by the Department of Building Inspection. Other than natural gas and coal fuel used to generate the electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. (See discussion under Utilities/Public Services above). For this reason, the project would not cause a wasteful use of energy, and would not have a substantial adverse effect on natural resources. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

¹⁷ City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

12.	<u>Hazards</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	<u>X</u>
b.	Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	<u>X</u>
c.	Create a potentially substantial fire hazard?	—	<u>X</u>	<u>X</u>

A Phase I Environmental Site Assessment (ESA) of the project site was prepared in September 2003.¹⁸ Findings of the Phase I ESA are summarized in this section. The eastern portion of the project site has historically been occupied by the Coronet Theatre since its construction in 1949, while the western portion of the site has been either vacant or as currently used as a parking lot.¹⁹

Hazardous Materials Use. The proposed project would involve the development of senior health services and senior housing facilities, which would require relatively small quantities of hazardous materials for routine purposes. Operation of the development would likely involve use of common types of hazardous materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use would not pose any substantial public health or safety hazards.

Underground Storage Tanks (USTs). The Phase I report includes a review of records at the San Francisco Department of Public Health. There are no recorded historical or existing USTs located at the project site. Contamination at 3675 Geary Boulevard, a Chevron Service Station west of the parking lot, was detected in September 1989 during tank UST replacement activities. The primary substance was gasoline fuel and associated volatile organic compounds (VOCs). The contamination affected both soil and groundwater. Although, the project site is located in an apparent hydrological cross-gradient location relative to the Chevron station, the presence of petroleum hydrocarbons in a monitoring well adjacent to the project site suggests that contamination from the Chevron station likely has impacted groundwater quality beneath the project site. Groundwater was found between 44 to 46 feet bgs at the project site but has been measured to occur as high as 20 feet bgs. Site grading and excavation activities may encounter soil and groundwater contamination from the 3675 Geary Boulevard site posing a safety hazard. However, with implementation of Mitigation Measure 2 (p. 33-34) this impact would be reduced to an insignificant level.

Soil and Groundwater. Analytical tests performed on 14 soil samples obtained during geotechnical investigations indicated that total petroleum hydrocarbons as gasoline, diesel, and motor oil were not detected above laboratory detection limits and thus, below regulatory or risk-based concerns. Metal

¹⁸ Treadwell & Rollo Environmental and Geotechnical Consultants, *Phase I Environmental Site Assessment and Preliminary Soil Profiling, 3575 Geary Boulevard, San Francisco, California*, September 17, 2003. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

¹⁹ Treadwell & Rollo, September 2003, *Ibid.*

concentrations in the soil samples were below residential preliminary remedial goals (PRGs), except for arsenic, which was encountered at naturally occurring background levels. Because the background concentration of arsenic in the soils in the Bay Area is above the residential PRG, no additional investigation is required to address arsenic at the project site. In addition, total lead concentrations were also below residential PRGs, except for one sample that was slightly above 50 milligrams per kilogram (mg/kg), the residential PRG for lead in soils. Typically, soluble lead testing is required for soil identified for off-site disposal if total lead concentrations exceed 50 mg/kg. However, the other soil samples that were analyzed were well below 50 mg/kg and therefore this one sample is not considered representative of the conditions at the project site. Therefore, soluble lead testing is not warranted and no additional investigation to address lead at the site is also warranted.

Although clean-up of the groundwater beneath the project site would not be required because the contamination source is off site and excavation to 18 feet is not anticipated to reach existing groundwater levels generally at 44 to 46 feet, but measured as high as 20 feet, vapors emanating from the VOCs in the groundwater could adversely impact air quality in the proposed building. Typically, this is not a concern when a mechanically ventilated parking garage is constructed as the lowest floor of a building (such as the proposed project) because the air circulation in the garage is adequate to prevent accumulation of unsuitable vapors. Because the northern portion of the below-grade level will include a conference room and lobby, mitigation measures may be required in this portion of the building to limit exposure to below-grade vapors in the building. Since a risk analysis of potential VOC vapor accumulation has been recommended by the Phase I ESA, the project sponsor has agreed to implement Mitigation Measure 2 (p. 33-34) to assess the risk to future site users of the basement levels. Recommended mitigation based on the risk assessment shall be implemented by the project sponsor to reduce potential exposure to VOC vapors to a less-than-significant level, if deemed necessary. If necessary, the project sponsor's environmental consultant shall conduct the risk assessment prior to issuance of a building permit. The risk assessment shall be reviewed and approved by the San Francisco Department of Public Health and/or the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Asbestos. Asbestos is regulated both as a hazardous air pollutant and as a potential worker safety hazard. The BAAQMD and the California Occupational Safety and Health Administration (Cal/OSHA) regulations restrict asbestos emissions from demolition and renovation activities and specify safe work practices to minimize the potential for release of asbestos fibers. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers; and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos.

The Phase I ESA included a limited asbestos assessment that identified suspect asbestos-containing material (ACM) within the existing building at the project site, which would be demolished as part of the project. In the past, asbestos was commonly installed in insulation, floor tiles, and roofing tar. If asbestos exists in any of the buildings to be demolished, they could pose hazards to workers, neighbors, or the natural environment.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/alterd including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation concerning which a complaint has been received.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos or hazardous building materials would be reduced to a level of insignificance.

The local Cal/OSHA office must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the required permit until the applicant has complied with the notice requirements described above.

Building Materials. In the past, polychlorinated biphenyls (PCBs) and lead were also commonly installed in electrical transformers, fluorescent light ballasts, and paint. Mercury is common in electrical switches and fluorescent light bulbs. If such hazardous materials exist in buildings to be demolished, they could be hazardous to workers, neighbors, or the natural environment. Similar to ACMs, the project sponsor shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to inspect the existing building subject to demolition for the presence of PCBs, mercury, or other hazardous materials. The project sponsor shall submit the report to the City prior to demolition, together with an explanation of how the project will address any issues identified in the report. If found at levels that require special handling (i.e., any building material containing 0.1 percent asbestos, paint that contains more than 5,000 parts per million of lead, or any building materials known or suspected to contain PCBs or mercury), the project sponsor shall manage these materials as required by law and according to federal and state regulations and guidelines, including those of the California Department of Toxic Substances Control (DTSC), BAAQMD, Cal/OSHA, San Francisco Department of Public Health, and any other agency with jurisdiction over these hazardous materials.

Lead-Based Paint. Lead-based paint may be found in the existing Coronet Theater (constructed in 1949), which is proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Housing and Urban Development Guidelines (the most

recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

Fire Safety and Emergency Access. San Francisco ensures fire safety through provisions of the Building Code and Fire Code. Existing buildings are required to meet standards contained in these codes. The proposed project would also conform to these standards, which may include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be addressed during the permit review process.

With implementation of Mitigation Measure 2, as identified on pages 33-34, potential health and safety issues related to existing and future hazardous materials use, contaminated soil and groundwater, potentially hazardous building components, and fire safety and emergency access would be reduced to less-than-significant levels. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

13.	<u>Cultural</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.	Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	—	<u>X</u>	<u>X</u>

- b. Conflict with established recreational, educational, religious or scientific uses of the area?

— X —

- c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City *Planning Code*?

To be determined

Archaeological Resources. The project site is the proposed project's Area of Potential Effect (APE), which encompasses approximately 1.05 acres on two lots fronting Geary Boulevard between Arguello Street and Sanyan Street. To assess potential impacts to significant archaeological resources at the proposed project site, an archaeological research design/treatment plan was completed in April 2003.²⁰ The following discussion is a summary of the report findings.

Prior to the arrival of the first Europeans to the San Francisco Bay region, the project site was situated in an area occupied by a group of Native Americans called the Coastanoans, who are also known as the Ohlone. When the Spanish arrived in the San Francisco Bay region in the late 1700s, the Coastanoans numbered at most around 10,000 people. By 1810, much of the Native Americans, along with most traditional culture, had changed because of the effects of disease, war, displacement, and the California mission system.

The principal centers of Spanish and Mexican activity in the region were the Presidio and Mission Dolores. The first documented exploration into the area was Juan Bautista de Anza's expedition into California, which was actually led by Jose Joaquin Maria Moraga. Moraga and his crew camped at Mountain Lake, less than one mile to the northwest of the project site. The Spaniards used Native American labor to build the Presidio and its facilities. Native labor communities were situated within the Presidio grounds but outside the main fortification. The Presidio about one and one-half miles to the northwest of the project site, might have brought explorers and hunters to the immediate surroundings of the project site. Because Mission Dolores is located a considerable distance from the project site, it is not likely that mission-related activities would be found in the project area. No documented archival evidence indicates any systematic occupation or use of the project site or vicinity, from the founding of the Mission and Presidio in 1776 to the beginnings of Yerba Buena (the original town site of the City of San Francisco) in 1835. This indicates that there is a low potential of encountering cultural resources significance from the Spanish/Mexican Period.

The project site remained undeveloped until at least 1853. In 1853, the area north of the APE was modified for development of the Lone Mountain Cemetery (later named Laurel Hill). The cemetery officially opened on May 30, 1854 and the first burial occurred on June 2, 1854. In the 1860s, three additional cemeteries opened within and to the south of the APE: Calvary, Masonic, and Odd Fellows cemeteries. The APE is situated in an area that encompassed a portion of the Odd Fellows Cemetery grounds and four of five associated buildings. In 1902, the Odd Fellows cemetery, along with other operational cemeteries in San Francisco, accepted its last burial, because the San Francisco Board of Supervisors voted to eliminate graveyards within the city. After years of litigation, the relocation of Odd Fellows Cemetery commenced in 1929. In the six years that followed, over 26,000 remains were moved to Greenlawn Cemetery in Colma. Later in 1949, the Coronet Theatre was built on the project site.

²⁰ Archeo-Tec, *Archaeological Research Design/Treatment Plan, BRIDGE-IOA: Senior Campus Project, City and County of San Francisco, CA*, April 17, 2003. This report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

In 1999, Archeo-Tec performed a pre-construction archaeological testing program and an on-site archaeological monitoring/data recovery program on the grounds of the Columbarium²¹, which abuts the southeast corner of the project site. Those investigations revealed the human remains of a five- to ten-year-old child. The remains were discovered in the northwest portion of the Columbarium site in close proximity to the southeast corner of the project site. It is believed that these remains were interred at the Odd Fellows Cemetery at some point in time.

In addition to historic period human remains, archival resources suggest that subsurface structural remains of four to five buildings may still exist within the APE, likely to be associated with the Odd Fellows Cemetery. According to the 1889 and 1899 Sanborn Fire Insurance Maps, these buildings include a large outhouse, small shack, stable, barn and a building, possibly used for funeral processions, that had a glass roof. Such cultural resources might consist of architectural remnants, associated cultural features such as privy-vaults, trash-pits, cellars, or wells, in addition to domestic refuse.

A review of archival files did not identify any recorded archaeological resources on the project site; however, there is a likelihood of encountering deposits of subsurface cultural resources from the following time periods: 1) prehistoric sites, 2) contact period sites, 3) historic period burials, grave goods and mortuary furniture associated with the Odd Fellows Cemetery, and 4) 19th century structural and artifact remnants also associated with the Odd Fellows Cemetery buildings and associated refuse. Any early historic period culture contact deposits, and human burials and grave items associated with the Odd Fellows Cemetery that may be encountered would be deemed potentially significant pursuant to Criterion D of the National Register of Historic Places²². Architectural remnants and cultural deposits found in relation to buildings associated with the Odd Fellows Cemetery could be eligible for inclusion on the National Register of Historic Place under Criteria A, C, and/or D. If remnants of these resources are discovered, those remnants would most likely include a mix of commercial and residential refuse and architectural buildings. As the proposed project would require excavation of approximately 21,000 cubic yards of soil to an approximate depth of 18 feet bgs, it is possible that the project might damage or destroy historically significant cultural deposits. This would be considered a potentially significant impact. For this reason, the project sponsor has agreed to implement Mitigation Measure 3 (see p. 34-36) to avoid construction-related impacts to historically significant cultural resources.

²¹ A columbarium is a structure of vaults lined with recesses for cinerary (ashes) urns.

²² The National Register of Historic Places (NRHP) is the official federal list of historic resources that have architectural, historic or cultural significance at the national, state, or local level. Cultural resource significance is evaluated in terms of eligibility for listing on the NRHP. The State Office of Historic Preservation administers and maintains the California Register of Historical Resources (CRHR). Since the criteria for evaluation for listing on the NRHP are the same as those used for the CRHR, the CRHR consists of all California resources listed in, or formally determined eligible for the NRHP. The NRHP criteria applied to evaluate the cultural resources in the project area's APE are defined in 36 Code of Federal Regulations 60.4 as follows:

The quality of significance in American History, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and

- (a) associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history.

Historic Architectural Resources. The project site contains the existing Coronet Theater, a single-screen theater completed in 1949, which is more than 50 years old. The proposed project would involve the demolition of the Coronet Theater. A Cultural Resource report will be prepared to determine the historical significance of the Coronet Theater. The EIR will summarize the conclusions of the Cultural Resources Report and discuss whether the demolition would be a significantly adverse effect to an historical resource.

C. OTHER - Could the project: Yes No Discussed

Require approval and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from regional, state, or federal agencies?

X X

In addition to the approvals from the City departments, the project would require approvals from the Department of Public Works and the Department of Parking and Traffic for the provision of the re-configured cross walk at the intersection of Palm Avenue and Geary Boulevard. The required project approvals will be further discussed in the EIR.

D. MITIGATION MEASURES Yes No N/A Discussed

1. Could the project have significant effects if mitigation measures are not included in the project?

X X

2. Are all mitigation measures necessary to eliminate significant effects included in the project?

X X

The following mitigation measures, all of which are necessary to reduce the potential impacts of the project, have been agreed to by the project sponsor.

Mitigation Measure 1: Construction Air Quality

The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2: Hazards

In addition to local, state, and federal requirements for handling hazardous materials, USTs, and soil and groundwater containing chemical contaminants, the project sponsor shall enter into a remedial action agreement with the Department of Public Health pursuant to Health and Safety Code Section 101480 et seq. At a minimum, the project sponsor shall undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

- a. In the event that contamination is visually discovered during construction activities, the project sponsor shall be required to conduct a Phase II Environmental Site Assessment. This investigation shall involve the collection and analysis of soil and groundwater samples as directed by the site assessment consultant. Sampling shall extend at least to depths proposed for excavation, and samples shall be tested for elevated levels of petroleum hydrocarbons, VOCs, or lead, if any. Soil and/or groundwater samples shall be collected throughout the project site as directed by the site assessment consultant. This assessment shall be completed by a Registered Environmental Assessor, Registered Geologist, Professional Engineer, or similarly qualified individual prior to initiating any further earth-moving activities at the project site.

If it were determined by sample collection and analysis that petroleum hydrocarbons, VOCs, or lead is present in soil and/or groundwater samples, the impacted materials shall be segregated and stockpiled separately from non-impacted soils throughout the construction phase. If deemed necessary by the local oversight agency, some impacted materials shall be mitigated prior to construction. Soils with elevated petroleum hydrocarbon, VOC, or lead concentrations may require excavation and off-site disposal. Soils with concentrations above regulatory threshold limits for petroleum hydrocarbons, VOCs, or lead shall be disposed of off site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with approval of DTSC, RWQCB, or the San Francisco Department of Public Health.

- b. A health risk assessment shall be performed to evaluate the potential exposure of VOC vapors from groundwater at the site as a result of the existing groundwater contamination from the adjacent Chevron station. Recommended mitigation based on the risk assessment shall be implemented by the project sponsor to reduce potential exposure to VOC vapors to a less-than-significant level, if deemed necessary.
- c. Prior to any demolition or excavation at the project site the project sponsor shall conduct surveys to identify any potentially hazardous materials (e.g., asbestos lead-based paint, PCBs, mercury) in existing buildings or building materials. At a minimum, these surveys shall identify any hazardous materials that would require removal and disposal prior to demolition. These surveys shall be completed by a state registered inspector or a similarly qualified individual.
- d. All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and the health risk analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the San Francisco Planning Department and the San Francisco Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps taken to comply with the mitigation measure and include all verifying

documentation. The report shall be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

Mitigation Measure 3: Archaeological Resources

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.

- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

E. ALTERNATIVES

The EIR will analyze alternatives to the project that would reduce or eliminate significant environmental effects. The alternatives will include the following:

1. No-Project Alternative. The No-Project Alternative is required by CEQA. The Coronet Theater and parking lot would remain on the site, as would the existing parking lot.
2. Preservation Alternative. This alternative would involve construction of the proposed building on the parking lot portion of the site under a reduced development program and preserve the Coronet Theater. This alternative will be developed, in part, based on the results of the cultural resources evaluation for the site.

No alternative sites have been identified where the project could be constructed and meet the project sponsor's objectives, and where the project's environmental effects would be substantially lessened or avoided. Neither IOA nor BRIDGE own or have site control of any other sites in the vicinity. The three existing IOA facilities in the project vicinity are in leased space, not in buildings owned by IOA, and none of the three sites is of sufficient size to accommodate the project objectives, even if they were to be available for acquisition by BRIDGE/IOA. Therefore, there are no potentially feasible off-site locations, and an off-site alternative is not considered.

F. LIST OF PREPARERS

Lead Agency

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Initial Study Coordinator:	Bill Wycko

Office of the City Attorney, City and County of San Francisco
City Hall, Room 234
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Deputy City Attorney:	Audrey Pearson
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(Historic Resources)

Bill Sugaya
Sarah Dreller

MANDATORY FINDINGS OF SIGNIFICANCE

Yes No Discussed

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history? X -
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? - X -
3. Does the project have possible environmental effects, which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.) To be determined
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly? - X -

ON THE BASIS OF THIS INITIAL STUDY:

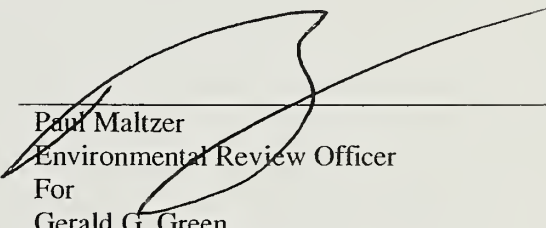
- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE:

Sept 29, 2004


Paul Maltzer
Environmental Review Officer
For
Gerald G. Green
Director of Planning.

PLACE
POSTAGE
HERE

The Planning Department
1660 Mission Street, Suite 500
San Francisco, CA 94103-2414

Attn: Bill Wycko
3575 Geary Boulevard Senior Health Services Facility & Senior Housing Project
(2003.0410E)

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below
